

# MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXX. No. 26.  
WEEKLY.

BALTIMORE, JANUARY 22, 1897.

\$4.00 A YEAR.  
SINGLE COPIES, 10 CENTS.

## Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE  
Manufacturers' Record Publishing Co.  
RICHARD H. EDMONDS, President.  
OFFICE: MANUFACTURERS' RECORD BUILDING,  
BALTIMORE.

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NEW ENGLAND OFFICE—John Hancock Building,  
178 Devonshire Street, Boston, Mass.  
S. I. CARPENTER, Manager.

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### Paying the Penalty.

At the November election the State of Kansas was carried by the populists. The natural result is that capital fights shy of that State. The president of a Chicago savings bank tells this story:

A man came to us from Kansas this week and wanted to borrow some money on City of Topeka bonds. We declined to make the loan, for as responsible custodians of innumerable small savings deposits we could not lend money on any securities that bore the Kansas stamp. The man expressed disappointment, but we replied that no person in his senses would lend money on securities originating in a State that could elect such a legislature and judiciary as those in Kansas.

Any honest man, whether he be a silverite, a populist or a gold-bug, must admit one thing, and that is, that the man who has money to invest has a perfect right to make his own selection of the place in which to invest and of the character of investment. This is a right that no man can deprive him of. Now the average moneyed man says that he prefers to invest in a State that votes according to his own views. Whether his views be right or wrong is not the question. Granted that he has this right, then no one can criticize the individual moneyed man or the capitalists of the country in general for not putting money where they believe that good business faith will not be strictly observed. Some capitalists will take more risks than others, but the great, conservative, wealthy element of the country is still afraid to invest freely in some Southern and Western States. That country or that section of country which maintains inviolate the highest financial credit, the strictest regard for business integrity, and whose laws are so framed and so enforced as to give full and complete protection to life and property, will always command the most liberal supply of money, and at the lowest rates of interest. Every citizen of a State, in one way or another, suffers for every unwise law enacted and for every official act of any political demagogue who has succeeded in getting into office.

### Value of Exports from Southern Ports.

Last week the Manufacturers' Record gave a statement showing the exports of grain from Southern ports. Today we are able to present the total value of all exports from Southern ports for the eleven months ended November, 1896, as compared with the corresponding time in 1895. The figures by ports are as follows:

Ports.	1895.	1896.
Baltimore, Md.....	\$54,063,069	\$71,834,235
Beaufort, S. C.....	3,613,795	3,493,153
Brunswick, Ga.....	3,957,067	4,947,603
Charleston, S. C.....	8,708,056	8,632,560
Georgetown, S. C....	4,829	7,182
Fernandina, Fla....	1,390,427	1,258,064
Newport News, Va.,	12,032,717	16,249,573
Norfolk and Portsmouth, Va.....	5,490,435	11,274,061
Pamlico, N. C.....	3,974	2,455
Richmond, Va.....	1,091,483	.....
St. Augustine, Fla..	5,151	5,552
St. John's, Fla.....	94,932	86,158
St. Mary's, Ga.....	20,654	23,408
Savannah, Ga.....	19,038,129	18,829,161
Wilmington, N. C..	4,620,179	7,189,254
Apalachicola, Fla..	251,870	244,296
Brazos de Santiago, Texas .....	266,549	272,947
Corpus Christi, Tex.	3,040,200	4,388,166
Galveston, Texas...	30,687,884	45,444,803
Key West, Fla.....	979,882	613,776
Mobile, Ala.....	5,046,912	7,454,213
New Orleans, La....	56,542,459	83,216,271
Paso del Norte, Tex.	2,937,533	4,399,689
Pearl River, Miss...	952,817	1,383,684
Pensacola, Fla.....	2,839,054	5,199,561
Saluria, Texas.....	1,348,128	1,510,872
Tampa, Fla.....	977,544	727,393
Teche, La.....	2,983	.....

Total for South...\$220,008,612 \$298,638,200  
Total for all other ports.....512,224,407 590,022,215

Total for U. S....\$732,331,019 \$888,660,415

The increase for the entire country was \$156,300,000, and of this, the gain at Southern ports was \$78,600,000, or a little more than one-half of the total. The percentage of gain at Southern ports was over 35, and at all other ports 15 per cent.

Governor McLaurin's article in the Manufacturers' Record will do Mississippi more good than all the free-silver speeches he could make in ten years.—Gulf Progress, Bay St. Louis, Miss.

The letters of the governors of several Southern States, recently published in the Manufacturers' Record, have attracted wide attention. Without exception they were strong papers, well calculated to command the interest of every reader.

A strong effort is being made to secure favorable congressional action at this session upon the Nicaraguan canal bill. If there is one enterprise which stands out above all others that the South should favor it is this canal. Its construction would open the markets of the East, with 800,000,000 people, to the products of the South, and make the commerce of the world centre in the Gulf of Mexico. Every man interested in the progress and prosperity of this section should work for this undertaking. But it is too broad to regard merely from a sectional point of view. The whole country needs this canal, and its influence for good would

extend to every part of our land. Let the bill be pushed.

### The Importance of Good Roads

The question of good roads will probably be the subject of considerable discussion and some legislation by the New York legislature, now in session. One of the assemblymen has already introduced a bill appropriating \$500,000 from the State treasury for a system of new State roads and the improvement of old ones. The bill provides that the governor shall appoint three citizens of the State to act in conjunction with the superintendent of public works and the State engineer and surveyor in drawing up a plan for a system of roads, which plan, when submitted to the superintendent of public works, shall be used by him in carrying out the purpose of the act. Ten thousand dollars is appropriated for the expenses of the commission.

In most matters of public improvement New York has been a leader, but she has not kept up with several other States in efforts to give solid, enduring public highways to her people, but has followed the almost universal custom of leaving to the people of her townships and counties the care of their local roads. A few counties, like Richmond and Queen's, have taken up the question seriously, and the results have justified their enterprise and have furnished instructive object-lessons to their fellow-citizens.

Massachusetts stands foremost among the Commonwealths in setting a good example to her citizens. She entered upon this work three or four years ago with a small appropriation, by which short lengths of roads were improved in various parts of the State. The contrast between these short stretches and their continuations at each end opened the eyes of the people and enabled the legislature to make appropriations for more extended work. During 1896 that State expended \$800,000 on its highways, increasing the improvement from eighty-nine to 130 miles, this work being done on short sections in many localities, for the sake of educating as many people as possible to appreciate its value.

Two years ago Connecticut began the same good work in a modest way by appointing a highway commission and putting into its hands \$75,000. The counties contributed as much as the State, and the towns have, under these influences, devoted \$500,000 to road improvements. In both States it is the co-operation of the people, through their town and county organizations, with the State commissioners that is giving the idea of genuine road improvements increasing popularity. The people find by their use that their benefits far exceed their cost, and more than this, the citizens of every locality are eager to have as good highways as their neighbors.

The science of building good roads was understood by the Romans, 300 B. C., and was employed in the con-

struction of their best highways. The two essentials were: "First, a hard, smooth water-proof surface; second, a thoroughly dry foundation." At the beginning of this century the roads of England were no better on the average than they are in our older States today, while the toll rates were so high as to cause just complaints from all that used them. At that time there were no railroads in either country, and all produce there was carried over dirt roads or by canals, so that the problem of improved roads was one of great commercial importance. This resulted in investigations and experiments, out of which certain rules were formulated, the adoption of which gave Great Britain her famous highways.

In a recent article on "The Good Roads Problem," the New York Tribune said:

In the United States most roads have natural beds, and the character of these beds is determined by the geology of the region in which they lie. Hence the roadbeds consist of clay, sand, loam, gravel, etc., or may occasionally be on the surface of the country rock. From this necessary relation between soil and road it usually happens that the poorest roads are in the regions of poor farms, where property values and consequently taxes are low, and there is little money to spend on the roads. This is especially true in stony districts, for a stony soil is the most unmanageable material for a road.

Of the natural roads, those on clay soil are best in dry weather, those on sand best in wet weather. When wet with a certain proportion of water, fine sand becomes hard and elastic, as we see on the beaches of our Atlantic coast, from Long Island southward. Of the natural soils, the best for road purposes are those variable mixtures of sand and clay called loams. Loam roads average better through the year than those of clay or sand. A limestone gravel also makes a good road, as does a fine quartz gravel mixed with clay. From every-day experience it is clear that natural roadbeds are not fit for heavy traffic when under varying conditions of moisture.

The four most important reasons for road improvements in this country are: First, the desirability of reducing the cost of hauling and the loss of time occasioned by heavy and, at times, impassable roads. Second, the great saving of wear and tear on animals, vehicles and harness. Third, the prevention of the large annual waste of labor which is now worse than thrown away in making bad roads. Fourth, the closer social intercourse that the people of agricultural districts could have, greatly to their comfort and enjoyment of life.

Every settled section of our vast country needs good roads for these and many other reasons that might be adduced, and those localities will prosper most steadily that shall construct and maintain them. The old Southern custom in slavery times was to use a road in a rolling country until, with heavy teaming, the gullying by rains and like causes, they became impassable, then to track out a new one parallel to the old and let that serve until it also was spoiled. In all the red-clay sections of the cotton States, in the Appalachian and Piedmont districts also, the earth is scarred with the ragged



remains of these old roads, and in many localities those now in use will eventually be destroyed in like manner.

There are very few counties in the United States that adhere to the once almost universal practice of working out road taxes without intelligent supervision that have any really good roads. To correct all this legislators should devise some far-reaching plan, which, while supplying the State with a reasonable number of first-class highways, should improve, without material increase of cost, the general road-building methods now employed. No legislature in any State will do this of its own motion. The inspiration and the demand must come from the people, and, consequently, the latter must be taught the economy, the comfort and the actual profit of having good roads, of the prosperity they give to the State and to all its inhabitants.

In the same line of thought, Southern towns and cities would find one of the most profitable investments that they could make, good, smooth, substantial streets. Good roads and good streets are essentials which no section can afford to ignore.

#### More Business—Less Politics.

The Manufacturers' Record of January 1 published the following editorial:

"To Our Esteemed Contemporaries in the South.—Suppose we all unite for 1897 in a persistent effort to awaken public interest in material affairs, to encourage home enterprises, to give special attention to all new undertakings, to discourage all political demagogism, to frown down every attempt to arouse hostility to capital, to do all that is possible to make the South a safe and attractive place for the investment of money, to untiring work to show our people the importance of immigration and the equal importance of encouraging the immigrants who do come. This is a common platform on which the 'gold bug,' the 'silver bug,' the 'straddle bug' and all other 'bugs' except the humbug can unite to the everlasting benefit of the South, and thus of every individual who engages in the work. Are you ready?"

Many Southern papers have taken up the suggestion and heartily commended it, among them being the following:

The Pensacola (Fla.) News says:

"A Common Platform.—The Baltimore Manufacturers' Record appeals to its Southern contemporaries in terms and for purposes that may not but commend themselves to right-thinking people everywhere. Says our contemporary: \* \* \*

"There will be but one drawback to the consummation of so worthy a project, and that will lie, at least in certain localities, in the influence which the 'humbug' may exert in opposition thereto. In certain quarters the 'humbug' is all-powerful, and many a failure of the past, along the very lines of improvement suggested by the Manufacturers' Record, are attributable to the machinations of that specimen of entomological humanity. Recalcitrancy is the animating spirit of his existence, and he combines within his mental make-up all the elements of an untiring disposition to set back all men and all measures having for their purpose the betterment of mankind on lines of whatever character.

"Fortunately for the South, his animus and his aims have of late years come in for such wide recognition that he may now operate with effect only in spots, and his banishment from these spots is all that is now required to give that impetus to the commercial and industrial progress of the entire section which must make of the South the most prosperous region of our common country.

"The platform is acceptable to the News."

The Galveston News says:

"A Great Work for 1897.—The Baltimore Manufacturers' Record addresses 'our esteemed contemporaries of the South' as follows: \* \* \*

"The News can second heartily the suggestion and motion submitted by the Manufacturers' Record. It is quite ready thus to continue the tenor of work in which it has been so long engaged. It has been a controlling purpose of the News to awaken public interest in material affairs. It will not be denied by anybody that this journal has given special attention to all new undertakings. 'Political demagogism' has been exposed and condemned without fear, favor or affection. That its policy has been to frown down every attempt to arouse hostility to capital is a fact found on every page of the record. It has done its utmost to make the South a safe and attractive place for the investment of capital and to encourage the development of the goodly land in which we live. It has labored to prove the importance of immigration. For more than half a century the News has followed these lines. But the Manufacturers' Record is mistaken if it fancies that faithful service of this kind could have been rendered in the past or that such service can be given in the future without 'going into politics.' Demagogues have done more to lessen popular interest in material affairs, to arouse hostility to capital, to discredit the South as a place of investment, than all other public enemies combined. As these demagogues were in politics, and as their tribe is still in politics on mortal mischief bent, no journal can expose or thwart them without following them into the political field. The News has not hesitated to do this as a pressing public duty. It has warned the people against the fallacies of even their campaign favorites when it saw that such fallacies were apt to injure the material interests of Texas and retard the progress of the State. In a country so grievously beset as ours with schemes and conspiracies for the noxious manufacture of laws and for the creation by statutory enactment of special privileges and exclusive opportunities, no man will ever be able to draw a sharp line of demarcation between business and politics. Public business runs down into private affairs and private business is now carried into the council chamber of every city, into the capitol of every State and into the capitol of the nation every day. It has apparently been the first purpose of American politicians for many years past to drag into politics all the private business of the country. They have touched every man who was able to earn a dollar. They have not stopped with the ordinary limits of taxation, but have sought in a thousand ways to regulate private affairs as far as possible in their own interest. They coupled with subsidizing deals to encourage a merchant marine protective tariff legislation to destroy our commerce with foreign countries. They inaugurated an era of railroad building by handing out to their favorites and partners enormous subsidies, vast areas of public lands. After these schemes were milked dry a plan of regulation was devised by which one set of politicians brought to a standstill the railroad building formerly stimulated to break-neck speed by others. Some of the roads, built largely by subsidies, have actually been abandoned or torn up under the new regime of political regulation. So it has been in other kinds of business. It would be difficult to mention a single important department of private business that the American politician has not attempted to regulate or control. Under

the circumstances a courageous journal that has at heart the material interests of the city, the State and the nation, cannot keep out of the political field. It would be recreant and cowardly for it to attempt to do so. The chief troubles with this country today are bad laws and dangerous politics. This truth should be made clear to the people, and every effort of unscrupulous and ambitious men to interfere by law with the rights and business of the citizen should be exposed, resisted and condemned. There should be no cessation in the fight along this line. It is a contest in the interest of the people. The duty of a modern newspaper does not stop with vociferation for more factories, more railroads, more capital. It must discover the hindrances and obstructions that are keeping out enterprise and investment, and must not hesitate to attack any person or party that dares to hold up the procession on the highway of progress. The News is no sleeper on the enchanted ground. While all this is true, it stands quite willing, in its own way, to join the Manufacturers' Record in the movement during 1897 to awaken public interest in material affairs, to encourage home enterprise, to give special attention to new undertakings, to discredit the pernicious trade of 'political demagogism,' to frown down every attempt to arouse hostility to capital, to do all that is possible to make the South a safe and attractive place for the investment of money, and there is no sort of 'bug' with which the News is not willing to compete in faithful work along these lines."

The Asheville (N. C.) News and Hotel Reporter says:

"The good of one is the good of all. What the South needs is men who will work wisely, willingly and worthily for the general upbuilding of the entire section. They must not worry, in the meantime, about their own particular potato patch. If a man works rightly for the general good he will reap his share of any prosperity that comes.

"The last number of the Manufacturers' Record ended an article on this subject of work for the South with this question: 'Are you ready?' We end our article with this answer to that question: We are ready."

The Norfolk Virginian says:

"To Our Esteemed Contemporaries in the South.—Under the above caption the last issue of the Manufacturers' Record, of Baltimore, contains an article in which there is offered some valuable suggestions and which might be followed with profit by those to whom they are made. It says: \* \* \*

"The Manufacturers' Record is a good friend of the South, and any suggestion from it to our people is entitled to the highest consideration, and especially is this the case when such sound logic is offered as is contained in the article above quoted."

The Birmingham (Ala.) News says:

"A Timely Suggestion.—Here is a wise and timely suggestion from the Baltimore Manufacturers' Record, addressed to Southern newspapers: \* \* \*

"The News rises to second the motion in behalf of Birmingham and Alabama. Let every Alabamian labor for the advancement of his State, and let every citizen of Birmingham strive to make this city greater and grander. The first step in that direction is to patronize home industries and encourage home institutions."

The Memphis Commercial Appeal says:

"Ready—Let Her Go.—In an editorial addressed to its esteemed contemporaries of the South, the Manufacturers' Record says: \* \* \*

"With the exception of discouraging

demagogism, the rest is easy. The demagogue, like hope, springs eternal."

The Huntsville Mercury says:

"Pull Together.—The Manufacturers' Record never misses an opportunity to speak a good word for the South, and often gives golden advice which should be closely followed. Touching the present situation and the prospect for better times, that great industrial and manufacturing paper says: \* \* \*

"We can easily follow the roadway blazed by the Manufacturers' Record if we only try, for there is nothing devious or uncertain in its method. Thousands of its columns are devoted to upbuilding the South each year and the good results are often apparent. We can make great headway in developing the South this year if we only use the proper earnestness and endeavor."

The Buffalo (N. Y.) Courier says:

"A Voice from the South.—In an appeal to Southern newspapers the Manufacturers' Record, the leading trade journal of the South, gives the following significant and praiseworthy advice: 'Suppose we all unite for 1897 in a persistent effort to awaken public interest in material affairs, to encourage home enterprises, to give special attention to all new undertakings, to discourage all political demagogism, to frown down every attempt to arouse hostility to capital, to do all that is possible to make the South a safe and attractive place for the investment of money, to work untiringly to show our people the importance of immigration and the equal importance of encouraging the immigrants who do come. This is a common platform on which the 'gold bug,' the 'silver bug,' the 'straddle bug' and all other 'bugs' except the humbug can unite to the everlasting benefit of the South, and thus of every individual who engages in the work.' Is this not a good platform for the people in all parts of the country? Is it not time for the constructive forces of the country to assert themselves in opposition to the destructive forces that have made sad havoc in recent years? Is it not time for timidity to give way to courage? Is it not time for individual action and self-reliance to take the place of paternalism?"

#### New Orleans's Debt Reduction.

The recent reports of city officials of New Orleans show that the city has made creditable progress financially. In 1880 the bonded debt was 18½ per cent. of the assessment, and the total indebtedness 22-2-10 per cent. of the assessed valuation. Instead of increasing or maintaining this indebtedness at the same figure, as has been done in too many cities in the country, it has been gradually reduced, until at present it is but 10 4-10 per cent., the same as Brooklyn and Baltimore, being less than the indebtedness of New York or Chicago. The assessed valuation of property in New Orleans is \$140,566,193, while the debt is \$14,737,398.

#### Societies for City Improvement.

The Manufacturers' Record is pleased to note that the organization of societies for city improvement seems to be finding much favor in the South. But a few weeks ago the City Improvement Club was formed in Nashville for the objects specified in the title. New Orleans has organized a Municipal Improvement Association. Messrs. I. L. Lyons and John H. Kennard are among the prominent members of the body, whose purpose, as expressed in its constitution, is "the improvement and development in a permanent manner of the city of New Orleans." Such associations can be of great service if conducted on a practical basis.



**Some Signs of the Times and Seasonable Suggestions.**

[Special Cor. Manufacturers' Record.]

Louisville, Ky., January 17.

Today, during an hour or so between trains, in this not-half-so-large-as-it-ought-to-be metropolis of the good State of Kentucky, I read in each of the daily papers a prognostication of coming prosperity. The Commercial has a cheerful interview with Mr. Stuyvesant Fish, who had just passed through Louisville on a tour of inspection of the Illinois Central's Southern lines, while the Courier-Journal had a pithy editorial pointing out the signs of the times.

**WHAT PRESIDENT FISH THINKS.**

Here is how the president of the Illinois Central Railroad talked to a reporter for the Louisville Commercial:

"When asked about the prospects for business in the South, Mr. Fish said that, in his opinion, the outlook is very good, and that business conditions are much improved, and that all that is now wanted is for some one to start the ball of prosperity to rolling. He expressed the opinion that the country would in a short time reach a degree of prosperity such as it never has attained in the past."

**MR. WATTERSON'S OPINION.**

After remarking that the rise in stocks on Friday and Saturday to the highest point touched since the middle of November, "ought to be the presage of permanently better times," and congratulating the country that another danger had had its passing—the danger of the "spectre of repudiation being succeeded by the spectre of war," the last spectre dogging the heels of the first, terrorizing men of enterprise and paralyzing business—the ultra-conservative Courier-Journal proceeds to say:

"So far as the people at large are concerned, it makes very little difference to them whether 'bull' or 'bear' triumph in Wall street. Few are able to own stocks and bonds; few expect to make money by speculation. But Wall street is as sensitive to the condition of business as mercury is to a change in the temperature. There may be 'rings' and 'corners' which move prices up or down a few days, but such effects are ephemeral. Only the blighting influence of the silver agitation could have forced prices down steadily for three years in New York; only the great prosperity of England could have put up consols to 112 and advanced to dizzy figures shares in every sort of enterprise from a Kafir mine to a bicycle factory. We have seen nothing but depression in America; we have heard of nothing but prosperity in Europe. And we should not have seen the refreshing rise of the past few days in Wall street but for the conviction that business is soon to be greatly better. Certainly every condition but one is favorable. Stocks of goods are bare; the country is on a cash basis; money is so cheap and plentiful we are lending enormous sums to Europe; the balance of trade is overwhelmingly in our favor; wheat is high, and, finally, we have over \$140,000,000 of gold in the treasury and no dread of gold exports. 'Every prospect pleases and only man is vile.' With judicious legislation prosperity is certain, though it will come slowly."

That the Courier-Journal should admit, in the face of a probable early increase in duties on imports, that "we should not have seen the refreshing rise of the past few days in Wall street but for the conviction that business is soon to be greatly better," is one of the most significant and encouraging assurances that has been vouchsafed unto this country of ours since the threat of free trade

helped to make bad times, and bad times made discontent and distress, and these turned to anything—even free silver—for relief.

\* \* \*

Indeed, the appearance of such an editorial in the Courier-Journal is a verification of the prophetic inspiration which moved Longfellow to say:

"And I doubt not through the ages,  
One unceasing purpose runs,  
And the thoughts of men are widened  
With the process of the suns."

For this particular example of the widening of the thoughts of men let us all feel thankful; for, differ as much and as often as we may with this great daily, it must be admitted that it constitutes one of the greatest among existing forces in influencing public sentiment throughout the South, and is prompted by genuine patriotism in most of its utterances, and by honest convictions in them all.

**SIGNIFICANCE OF MR. FISH'S OPINION**

Recurring to the cheerful views of Mr. Fish, it is but to anticipate what all who know him will say when the foregoing opinion of his shall have (as it is sure to have) a wide dissemination, to observe that such an expression, coming from such a source, carries in itself enough propulsive weight to help mightily in the work of "starting the ball of prosperity to rolling." If Mr. Fish were either a visionary man or one whose impulses controlled his conclusions, or one given to unguarded utterances, the mere fact that he happens to be president of a great railway system—a system, by the way, which enjoys to a remarkable degree the good-will of the people of the regions it traverses—would not make his uncorroborated opinion one that it would be safe to tie to; but coming from a man with a singularly thoughtful turn of mind, one who is personally familiar alike with conditions in New York, Chicago and the Central South, such an opinion will carry consternation into the camp of the calamity-howlers and help prodigiously in restoring public confidence.

**SOME SUGGESTIONS TO RAILWAY MAGNATES.**

The extremely cordial interest which Mr. Fish manifests in Southern upbuilding, and the almost affectionate regard in which he is held by the people of those Southern States whose material welfare the Illinois Central is so effectively promoting, suggests a query which thoughtful managers of Southern lines may perhaps advantageously consider. And that is, Whether the best way to counteract the anti-railroad feeling (which demagogues have aroused) may not be found in the policy pursued so successfully by the Illinois Central through systematic efforts to multiply industries and increase immigration? May it not, after all, be true that the best way to get the people to take an interest in your welfare is to show some interest in theirs?

**THE ONE ABSORBING SUBJECT.**

Today the one absorbing subject among the land-owning classes throughout the South is immigration. It is only through the bringing into the South of more thrifty, well-to-do farmers that land values may be enhanced. More farmers can be induced to settle in the South only through the efforts of the railway companies.

\* \* \*

One of the best answers to those who are prone to prate about "the money power," and to indulge in hostile but ill-considered harangues against corporations, may be found in the utter helplessness of isolated good intentions, the pitiful failure of individual effort in securing what is universally admitted as the one thing most needed in the South. If aggregated capital can and will do for the

people of the South what they so greatly desire, but what they cannot do for themselves, is it not reasonable to expect that as a result that aggregated capital will get due credit in the form of popular approbation?

\* \* \*

In no part of the country is there a native population at bottom less in sympathy with the wide-spread rural hostility toward corporations than the land-owning element throughout the South. Why? Because by tradition and education this class—and it is the class which makes public sentiment—has been inclined to look upon what a man has as his own. Secession itself was due largely to the deep-rooted prevalence of this identical idea. True, thirty years have wrought some changes, but not enough to make the better element regard railroad corporations or any other kind of corporations with the hostility that is liable to fasten itself upon a population without ancestry and without traditions, except, forsooth, in those sections where it has happened that the controlling spirits in such corporations have thrown tact to the winds.

\* \* \*

Bear in mind, I am talking about the better element, and not the "riff-raff" at the South—for in all lands where there are clearly defined social lines the "riff-raff" is the more ready to run after false teachers and bow down to strange gods. But in the South the sway of the unworthy, whether acquired during "reconstruction" or through those cunningly devised deceptions quite recently practiced upon this impulsive people by plausible but unprincipled place-seeking demagogues, must necessarily be short-lived.

\* \* \*

If the railroads will rise to the opportunity which is always offered to the wise at the turning of every tide, it will be found that the Southern States will in a few years be the acknowledged citadels of American conservatism, built on foundations of sound doctrine and healthy public sentiment, fortified with wise laws and impartial justice to the individual and the corporation, to the rich and the poor alike. **THOMAS P. GRASTY.**

**The Louisiana Sulphur Mine.**

The latest reports from the noted sulphur mine in Louisiana are furnished the Manufacturers' Record by Mr. Herman Frasch, of Cleveland, Ohio, general manager of the Union Sulphur Co., who writes:

"We have already shipped thousands of tons, and are putting down additional wells to still further increase our output, expecting to get the wells in operation in a week or ten days."

Mr. George C. Smith, president and general manager of the Atlanta & West Point Railroad, in a letter to the Manufacturers' Record, says: "Several very important manufacturing enterprises have been recently started, and others are now under construction, along the line of this road. Among the former are the extensive cotton mills of the Dixie Milling Co., at La Grange, Ga.; the Palmetto Cotton Mills, at Palmetto, Ga.; additions and extensions of West Point Manufacturing Co., at West Point, Ga.; extensive additions to the mills of the Tallassee Falls Manufacturing Co., Tallassee Falls, Ala., and the new People's Cotton Mills, at Montgomery, Ala. The experimental tobacco farms at La Grange, Ga., and Opelika, Ala., during the past year produced very satisfactory results, details of which will soon be ready for publication. An enlarged acreage of tobacco is expected at these points during the coming season."

[Augusta (Ga.) Chronicle.]

**SINCE '93****The South Has Experienced a Marvellous Growth.****There Has Not Been a Pause Since the Panic Stricken North****Turned Its Capital to the Splendid Possibilities of Our Water Power.**

There has not been a pause in the magnificent development of the manufacturing possibilities of the South since 1893, when the North, almost panic-stricken, turned its attention and capital to the cottonfields of this section.

The foregoing is the heading of an article from the Augusta (Ga.) Chronicle, and yet the Chronicle has been one of the leaders in the cry of hard times, insisting that without free silver we were all surely doomed to ever-increasing poverty. Isn't there some little inconsistency somewhere?

**Industrial Improvement at Birmingham.**

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., January 18.

The iron market the past week has been dull, without being a dragging market. The domestic trade continues to be very light. The export trade is confined to the available and obtainable ocean freight room. As it is, the volume of inquiries received indicates that there is yet a lively interest in it. The foreign orders accepted the past week will aggregate 4000 tons. The volume would be greatly increased if circumstances were favorable. Quotations are officially unchanged, but it is probable that a desirable order would be accommodated with a shave in prices. The output continues up to capacity, and capacity will be increased as fast as those furnaces thrown out "for repairs" can be again put in blast. Last week the countries to which iron was being exported were named. This is supplemented now with the amounts and the ports to which shipments are ordered, and represent only the week's orders accepted by one interest: For Antwerp, 1500 tons; to Genoa, 1000 tons; to Bremen, 1500 tons; to Rotterdam, 1000 tons. To these can be added Trieste and Fleetwood. Shipments still continue very fair, but the diminution of stocks has ceased.

There were rumors of large Western contracts for locomotives, hoisting engines, ore crushers and other mining machinery being placed here. Investigation showed that the contracts were simply inquiries. But as in the past even inquiries on which to base hopes of business were lacking, their appearance now can be regarded only as the harbinger of better times.

The rolling mills are running "wide open" now, and have work "in sight" to keep them going for several weeks. As it has been a long time since such a favorable report concerning them has been made, this must be added to the cumulative evidence that day is breaking to the industrial world.

The Coaldale Brick & Tile Co. reports that it is now running a full force on full time on large contracts, and that the prospects are good for continuous business. When you consider that only a few weeks ago it needed only a caretaker at its works to guard it from depredation, the present report is but a significant link in the chain of evidence concerning improvement in affairs.

Every week one or more industries evidence this improvement, that is gradually



oiling the machinery of industrial progress. Because everything don't start up all at once, the "croakers" raise their lamentation, "Woe is me."

While among the minor industries interesting items are few, the improvements and additions to them, so noticeable, are significant pointers to anticipated activity.

In the coal trade the only item of interest is the renewal of shipments by barges from Greenville, Miss., showing that the West Alabama Coal Association is in the fight for ascendancy in the Mississippi valley to the end. On Wednesday of this week it will start for the lower Mississippi a tow of twelve barges, and renew shipments whenever openings permit.

As an indication of the revolution of feeling effected by foreign shipments of iron by this district, it is stated on reliable authority that a resolution will be introduced and advocated at the stockholders' annual meeting of the Sloss Iron & Steel Co., in April, to the effect that iron now needs no protection; therefore, any tariff legislation favoring iron is not desirable. What action it will influence by the meeting is so far simple conjecture. J. M. K.

#### Elections of Officers.

The Business Men's Association of Norfolk has elected the following officers: President, Thomas H. Wilcox; vice-presidents, E. E. Dawes and Dawson McCormick; secretary, C. Pickett; treasurer, W. T. Barron. Directors, J. J. Samuels, James P. Williams, John F. Lawler, J. C. Carroll, W. M. Burk.

At its annual meeting the Philadelphia, Wilmington & Baltimore Company re-elected the present officers. President George B. Roberts, of the Pennsylvania, is president of the company.

W. S. Witham, of Atlanta, has been elected president of the People's Bank of Talbotton, Ga., and Oscar E. Dooley, cashier.

The Board of Trade of New Orleans, La., has elected Breedlove Smith as president, succeeding Patrick McCloskey. Mr. Smith is a member of the extensive grain-shipping firm of which ex-Governor Francis, of Missouri, is a partner. He has been interested in several business enterprises in New Orleans.

R. J. Downey has been elected president of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans. He is a native of the city, and prominently identified with the lumber interests.

The First National Bank of Paducah, Ky., has elected Robert L. Reeves, president.

The Bank of Calhoun, Ga., has elected D. H. Livermore, president; W. R. Rankin, vice-president, and B. G. Boaz, Jr., cashier.

Francis H. Weston has been elected president, and W. H. Timmerman, vice-president, of the Farmers and Mechanics' Bank of Columbia, S. C.

The People's National Bank of Americus, Ga., has elected as president W. H. Simmons, and cashier, John Windsor.

The Kanawha Coal Co., of Richmond, has elected W. J. Leake, president; Rosewell Page, vice-president, and R. T. Brooke, secretary and treasurer. The company controls 6000 acres of land near Charleston, W. Va.

The Richmond Chamber of Commerce has elected S. H. Hawes, president; S. W. Travers and R. W. Powers, vice-presidents; John H. Montague, treasurer, and R. A. Dunlop, secretary.

The Lynchburg (Va.) Board of Trade has elected O. B. Barker, president; J. R. Gilliam and W. W. Dornin, vice-presidents.

The Old Town Merchants and Manufacturers' Association of Baltimore has

elected the following officers: President, Theodore F. Wilcox; vice-presidents, Jacob W. Hook, Charles W. Hatter, J. George Gehring, Wm. Silverwood; secretary, John W. Marshall; treasurer, Robert McLaughlin.

The First National Bank of Wilson, N. C., has elected the following officers: President, John F. Bruton; vice-president, F. W. Barnes; cashier, W. E. Warren.

John D. Langhorne, of Lynchburg, Va., has been elected president of the Planters' National Bank of Danville, Va.

H. W. Weber has been elected president of the Third National Bank of Cumberland, Md.

W. H. Lilly has been elected president of the Concord (N. C.) National Bank.

W. A. O'Brien has been elected vice-president of the First National Bank of Lynchburg, Va.

R. W. Burke has been elected president of the Valley National Bank of Staunton, Va., and Edward Echols, vice-president.

The Savannah (Ga.) Traction Co. has elected Herman Myers, president; J. H. Fall, vice-president; T. G. Reid, secretary and treasurer.

John C. Athey has been elected cashier of the Traders' National Bank of Washington.

The Baltimore Clearing-House has elected Henry James, president, and C. C. Homer, vice-president.

The Shoe and Leather Board of Trade of Baltimore has elected Henry Clark, president; S. D. Buck and M. R. Creighton, vice-presidents, and H. I. Lobe, secretary. This body represents about forty concerns in the city. The shoe and leather interests of Baltimore represent nearly \$7,000,000 of capital invested, and give employment to nearly 3000 persons.

A. Kraetzer, Jr., of New York, has bought the property of the Brunswick Company at Brunswick, Ga. It comprises 2000 lots in the city, and land on St. Simon's Island. Mr. Kraetzer represents the bondholders of the company. It is stated that the property is to be improved in various ways.

What is known as the Home Industrial Club has been organized at Dallas, Texas, by Barnett Gibbs, J. M. Strong and others. It is to be devoted to the development and encouragement of home industries in every legitimate way, and has among its members some of the prominent residents of Dallas.

McClure's Magazine for February will have a paper by H. J. W. Dam on "The Making of the Bible," giving a popular account of the principal manuscripts (with fac-similes) from which the Bible as we now have it is derived, and a description (with numerous illustrations) of the famous Oxford University Press, where Bibles are produced by the million, with the finest art ever achieved in book-making, and in every known tongue.

W. P. Halliday, of Cairo, Ill., in a letter to the Manufacturers' Record, says: "The Cairo Electric Light & Power Co., of this city, has just put down an artesian well to the depth of about 735 feet. It had blue clay five feet, sand and gravel 319 feet, shale 124 feet, very fine sand 124 feet, and white flint rock 213 feet, in which it struck artesian water, which flows about forty gallons to the minute. It is perfectly clear, free from impurities and salt, and is soft water, and is certainly equal to any water for mechanical and domestic purposes found any place in the country. The company is now going on deeper with the well, with the hopes of getting a larger flow, but, of course, that remains to be seen."

## RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

#### A Consolidation Scheme.

A dispatch from Charleston, S. C., states that the officers of the Atlantic Coast Line are considering the idea of consolidating the roads in this system by changing them into divisions and doing away with some of the separate companies. It is supposed that this plan is being considered with the view of cutting down expenses.

#### Georgia Southern & Florida Surplus.

The Georgia Southern & Florida Company is the only corporation we have ever known which had to create a reserve fund in order to cover up the large surplus earnings of the company. Last year, after paying all charges of every description, the company showed a surplus of \$79,586.90, when, in fact, the surplus cash in hand was \$170,413.90. We have heard of railroad companies creating special accounts to conceal deficiencies, but to the Georgia Southern & Florida belongs the exceptional distinction of creating a special account to conceal a cash surplus.—Hambleton & Co., Baltimore.

#### Mobile & Ohio Extension.

Advices from Montgomery, Ala., are to the effect that the franchise granted the Mobile & Ohio to use certain streets for its Montgomery, Tuscaloosa & St. Louis branch line has caused the company to decide to begin immediate construction work. As already stated in the Manufacturers' Record, the road is graded between Montgomery and Tuscaloosa. A surveying party is laying out the route between Columbus and Tuscaloosa. Mr. J. W. Woolfolk, of Montgomery, who is representing the Mobile & Ohio in the matter, is quoted as saying that the branch will be completed this year. Four large bridges will be required, besides several smaller ones. The estimated cost of the road is \$4,000,000.

#### Virginia, Fredericksburg & Western.

The Virginia, Fredericksburg & Western Company, it is reported, is preparing to begin work on this line, which, as readers of the Manufacturers' Record are aware, is projected across the State line into West Virginia from a point on Chesapeake bay. The road has been surveyed through the Northern Neck of Virginia, and it is stated that 75 per cent. of the right of way in this section has been secured. The company has elected Senator Charles H. Gibson, of Easton, Md., as president; John V. Giles, of Bridgeport, Conn., vice-president, and E. B. Alvord, of Bridgeport, secretary. The directors of the company are Chas. H. Gibson, William A. Little, Jr., John V. Giles, Wm. A. Jones, F. L. Rodgers, William C. Haight, Elmore D. Alvord, Lloyd T. Smith, Edwin B. Alvord and S. H. Leszynsky.

#### Chester & Lenoir Reorganized.

A dispatch from Chester, S. C., announces that the Chester & Lenoir Company has arranged to construct its branch between Newton and Hickory, N. C., and that work has begun on this line, which is ten miles long. The Chester & Lenoir has been obliged to rent track from another company between the points named in order to operate trains the entire length of its line, which extends from Chester to Lenoir, N. C., 110 miles. A plan of reorganization has been decided upon by the present owners, which is to issue \$450,000 in bonds, of which \$100,000 will be applied in payment of the

branch line and the funding of the floating debt, and \$350,000 to refund the bonded indebtedness. The company now includes several bankers in South Carolina, and it is stated is in a position to earn more than enough to pay its interest and other obligations and operating expenses.

#### Southern's Florida Train Service.

The Southern, with its Northern and Florida connections, has placed in service its "New York and Florida Limited" express trains between the Metropolis, Jacksonville and St. Augustine. They will be solid vestibuled Pullman trains between New York and St. Augustine, Fla., via Washington, Charlotte, Columbia, Savannah and Jacksonville. They will be composed of drawing-room, compartment, observation and dining-cars, and will run daily except Sunday. The schedule of the new "Limited" will be as follows: Southbound—Leave New York 12.10 P. M., arrive Jacksonville at 3.30 P. M. and St. Augustine, Fla., at 4.30 P. M. Northbound—Leave St. Augustine at 9.50 A. M., arrive Jacksonville at 11 A. M., arrive New York at 3.53 P. M.

These trains are among the most superbly appointed ever operated on any railroad in this country, and, as will be noted, carry passengers to the winter resorts in a little over twenty-four hours from New York.

#### Aransas Pass Improvement.

The Aransas Harbor Improvement Co. of Baltimore has received information that the present operations at Aransas Pass, Texas, have resulted in increasing the depth in the channel from one to three feet. The work is being done by C. P. Goodyear, who was engaged for sometime in deepening the harbor at Brunswick, Ga. Mr. Goodyear uses dynamite in quantities to remove the sand shoals and other obstructions. He began operations at Aransas Pass, so the Manufacturers' Record is informed, about December 1. At the present rate of progress the Pass will be improved to a depth of over twenty feet before the end of the present year.

The Aransas Harbor & Northern Railroad Co. and the Aransas Harbor Terminal Railway Co. are awaiting the result of the work on the channel. The Manufacturers' Record is informed that if the operations prove successful, construction of these lines will proceed at once.

#### Industrial and Railroad Contracts.

Watkins & Hardway, engineers and contractors, Birmingham, Ala., in a letter to the Manufacturers' Record, say:

"As an item of industrial news and an evidence of returning prosperity, we beg to advise you of the following contracts which we have just closed:

"The first is one for grading eight miles of the Mobile, Jackson & Kansas City Railroad near Mobile, and we now have on that work fifty teams and a large force of men.

"Second—We also have contracts with the Georgia & Alabama Railroad for rebuilding all trestles in need of repair, and have had forces at work for sometime. This road is being put in excellent condition, and its physical condition will soon be second to none in the South.

"Third—The last contract made is one with the Tallahassee Falls Manufacturing Co., of Tallahassee, Ala., for building a stone dam, canal and power-house for the development of about 5000 horse-power to operate new cotton mills, in addition to its present large mill. Our contract also includes the mill building, which will be a large four-story one, and contain



25,000 spindles. The building will be of stone. We have already begun preparations to start the work, which will require about eighteen months to complete. Contract was closed on the 14th inst."

#### New Depots in the South.

The terminal station at Jacksonville, Fla., has been completed by the builder and turned over to its owners. The building is one of the most complete and elaborate of its kind in the South. It is 365 feet long and 120 feet wide, with a train shed said to be the largest in the country. The depot cost \$58,000, and is owned by the Jacksonville Terminal Co. The Florida Central & Peninsular and Plant systems use it for train service.

The Gulf, Colorado & Santa Fe has let the contract for its proposed depot in Galveston, Texas, which is to cost \$100,000. The structure will be of brick, with stone trimmings, and contain the latest features in the equipment of railway passenger stations. It will be used probably by one or more lines entering Galveston in addition to the Santa Fe.

The new depot to be used by the Seaboard Air Line and the Western & Atlantic Railway at Atlanta has been completed. It has already been described in the Manufacturers' Record, and cost \$100,000. It is 656 feet long, 142 feet wide, and is the most extensive freight depot in the South.

#### A Possible Georgia Combination.

The recent sale of the Chattanooga, Rome & Columbus road to the bondholders, represented by Messrs. Simon Borg & Co., of New York, may bring about a very important change in the railroad situation in the South. The Chattanooga, Rome & Columbus extends from Chattanooga, Tenn., to Carrollton, Ga., 138 miles. It was intended to be completed to Columbus, Ga., forming a line from Chattanooga through the western part of Georgia and connecting with some of the roads terminating on tidewater, but construction work ceased at Carrollton. By an extension of about 100 miles the line would reach Macon, the objective point of the Charleston & Macon. By a combination with the Augusta Southern road and the building of fifty miles of line the system between Augusta and Macon would be completed, while with the Charleston & Macon built, a route would be formed from Charleston to Chattanooga by way of Augusta and Macon, two of the most important cities of Georgia.

The Charleston & Macon is being promoted by the Security Construction Co., of Charleston, which includes some of the wealthiest residents of the city. The original plan of this company was to build from Charleston to a connection with the Greenwood, Anderson & Western (Carolina Midland), and use a part of this road in the proposed route to the West, but there are reports that some changes may be made. A correspondent of the Manufacturers' Record, writing from Augusta, states that Mr. Borg, President Jackson, of the Augusta Southern, and the engineer of the Charleston & Macon recently had a consultation in that city. Whether the combination referred to was discussed or not has not been made public.

An extension of about five miles from Carrollton to Columbus would give the Chattanooga, Rome & Columbus a connection with the Georgia & Alabama and form another route to the seaboard at Savannah. There seems to be little doubt that one or both of the extensions will be made, as the Chattanooga, Rome & Columbus has now no Southern terminus where it could form a connection with any but competing roads. In a let-

ter to the Manufacturers' Record Mr. Borg states that the present owners of the road are not prepared to say as yet what disposition will be made of it.

#### New Savannah Line to Europe.

A dispatch from Savannah, Ga., states that William Johnston, of the firm of William Johnston & Co., Liverpool, has been in consultation with President Comer, of the Central of Georgia Railway Co., relative to the new steamship line between Savannah and European ports. The line is to be represented by the Georgia Export & Import Co., with offices at Savannah. It is understood that the service will commence at an early date.

#### Railroad Notes.

The Texas Midland has added twenty-five flat cars and several locomotives to its rolling stock.

T. F. Steele has been appointed general freight agent of the Alabama Great Southern division of the Southern system.

William Butler has been appointed traveling agent for the Florida Central & Peninsular system, with office in Savannah.

Charles N. Knight has been appointed assistant general passenger agent of the Georgia & Alabama, with headquarters at Americus.

R. B. Fowler has resigned his position as superintendent of the White & Black River road, of Arkansas, to become superintendent of the New Orleans & Western. He is succeeded by J. C. Flynn.

"Star of the South" is the title of a monthly publication which is issued in the interest of the Seaboard Air Line. The first number is that of the present month. The magazine consists of illustrations and other information about the railroad it is designed to advertise.

The portraits of two noted railroad men appear in the January number of the "Oriole," published by the Baltimore Steam Packet Co. They are President Hoffman and Vice-President St. John, of the Seaboard Air Line. The portraits are in half-tone, and are excellent likenesses of the two officials.

The annual report of the City Passenger Railway Co. of Baltimore shows receipts for 1896 of \$1,060,418.29, and interest and dividend payments aggregating \$350,000. About \$145,000 was expended in additions to rolling stock and improvements to the power, as well as rebuilding of branch lines during the year.

The Manufacturers' Record is in receipt of a copy of the Greenville Messenger, which has published an edition devoted to the Texas Midland Railroad. It contains an exhaustive description of the railroad system and the many enterprising towns along its line, and other information of much value to investors and homeseekers.

The Chesapeake & Ohio, it is announced, has decided to have a special service between Washington and Old Point Comfort by way of Richmond, to begin on February 8. The trains will be made up of Pullman and day coaches, and will go over the Pennsylvania and Chesapeake & Ohio roads to Richmond, thence by the James River division of the Chesapeake & Ohio to Old Point. By this service Southern tourists will be afforded an opportunity to stop over in Richmond.

The Manufacturers' Record recently announced that the Seaboard Air Line would establish an industrial department in charge of Mr. John T. Patrick. This is now officially confirmed by a circular letter issued by Vice-President St. John,

in which he says: "Mr. John T. Patrick is hereby appointed chief industrial agent of the railroads comprising the Seaboard Air Line. Mr. Patrick will, in such capacity, have charge of and in every way possible encourage and aid in the settlement of lands on the railroads comprising this system, the securing of new industries, etc. Representatives of this company, wherever located, and all wishing information in regard to lands, or desirable locations for settlement, should address the chief industrial agent at Portsmouth, Va., or at Pine Bluff, N. C., at either of which points he will have offices. Mr. Patrick will report to the vice-president and general manager."

#### Southern Cycle Show.

The inauguration of an event in Baltimore, which heretofore has been exclusively a Northern institution, evidences the growth of the metropolitan spirit in the South. Messrs. J. J. McElroy, Fred. B. Eisenbrandt and O. H. Harvey, the cycle show board of governors of the Associated Cycle Dealers of Baltimore, have completed the most important arrangements for Baltimore's first big cycle show. The affair will be held in the New Music Hall, March 6-13. A plat of the floor space is being made, and sanction has been received for a "Southern cycle show." Each one of the thirty-three dealers in the city have already signed to make exhibits, and many applications have been received from manufacturers, who seek direct representation.

Special railroad and steamboat rates will be made for Southern merchants to visit the city during the show, and a great deal of the business throughout the Southeast will be influenced through the show. The geographical, commercial and social relationship of Baltimore to the great Southeastern territory is such that the wholesale bicycle trade is bound to reach proportions here now enjoyed by such similar trades as hardware, dry goods, etc. Many of the makers of bicycles have noticed this sign, and will begin at once to benefit by it. This is the fact which has enlarged Baltimore's show from a local to a national character.

Letters received from some of the manufacturers indicate that they will bring their exhibits intact from the shows at Philadelphia and Boston.

The Highland Park Manufacturing Co., of Charlotte, N. C., has declared a dividend of 8 per cent. on its preferred stock. The old board of directors and officers was re-elected. Mr. Wm. E. Holt is president.

Mr. J. O. Devries, of Baltimore, Md. (office in Manufacturers' Record Building), has patented a device for extracting corks, and is prepared to receive correspondence from manufacturers regarding manufacturing on royalty, or will sell outright.

The Bancroft Lumber Co., of Orange, Texas, was chartered last week, with a capital stock of \$100,000. The company will operate a saw and planing mill for the manufacture of lumber, shingles and other wood products. The incorporators are Arthur T. Bancroft, Eugene W. Bancroft and George W. Bancroft.

Mr. E. M. Jackson, secretary of the Michigan Retail Lumber Dealers' Association, has notified Capt. A. W. Watrous, of Charleston, W. Va., who is vice-president of the Devereaux Lumber Co., that about 100 dealers of his association would arrive in Charleston on February 4 and remain two days to examine the lumber interests of that section. The visitors will be entertained by the local lumbermen.

## TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

#### A Texas Cotton-Ginners' Convention to Discuss the Round Bale.

A dispatch from Waco, Texas, says:

"A call has been issued for a convention of the cotton growers of Texas in Waco on January 25, 1897, for the purpose of organizing a State Ginners' Association and to consider the effect the round-bale system will have upon the ginning business, and other subjects of minor importance. The call is signed by Charles Bainster, of Waco, and eleven other ginners of Central Texas."

This will, we believe, be the first gathering of ginners called for the purpose of discussing the influence of the cylindrical baling system upon the present methods of ginning and compressing. The Manufacturers' Record has followed this new baling system closely since the establishment of the first experimental plant two or three years ago, and it is inclined to accept the opinion that it will mark as great a change in cotton handling as the harvester and self-binder made in wheat harvesting. For years the need of better handling and better baling of cotton has been realized, but no improvement has come in sight except the round bale. If that can be made to fulfill the claims of the people interested in bringing it before the public, a long step will have been made toward giving to cotton handling the benefit of advanced modern methods. So far everything seems to indicate that this system is a complete success, and should this prove to be true the South will necessarily adjust itself to a change that will mean an enormous saving as compared with the wasteful methods of the present. Every improvement in cotton handling, and every decrease in the cost of ginning, compressing, insurance and transportation, strengthen the South's control of the world's cotton markets, and in all their wide ramifications finally inure to the benefit of the grower, and thus to the benefit of the whole South.

#### Galveston's Bagging Factory.

The Galveston Bagging & Cordage Co., of Galveston, Texas, held its annual meeting of stockholders on the 14th inst. The condition of the business was found to be very satisfactory for the year just ended, and a largely-increased business is expected during '97.

Since last season the capacity of the mill has been doubled, and will start the season with 400 operatives, as against 200 last season. Twenty thousand bales of jute from Calcutta, India, have been received at Galveston, half of them being for the Galveston Bagging Factory. The other half has gone to St. Louis. This will be the first importation of jute to St. Louis by way of Galveston, shipments hitherto having been made by way of New York. More shipments are expected in the near future.

#### A 25,000-Spindle Cotton Mill.

The Tallassee Falls Manufacturing Co., of Tallassee, Ala., has awarded to Watkins & Hardaway, of Birmingham, the contract for constructing a canal and a power-house and the new cotton mill, which was mentioned in the Manufac-



turers' Record some months ago as to be built. The present mill of the Tallassee Company has 23,000 spindles. The contract with Watkins & Hardaway calls for building a stone dam, a canal and a power-house for the development of 5000 horse-power, and for erection of a four-story stone mill building of sufficient size to accommodate 25,000 spindles. Watkins & Hardaway advise the Manufacturers' Record that they have already begun preparations to start the work, which will require about eighteen months for completion.

#### The Phoenix Cotton Mill at Fayetteville

The stockholders of the Phoenix Cotton Manufacturing Co., of Fayetteville, N. C., have chosen a new board of directors. The new board has elected Chas. Haigh, president; A. J. Cook, vice-president, and Capt. J. D. McNeil, secretary-treasurer. This company has recently completed the buildings for its proposed plant, including a modern mill structure 75x150 feet in dimensions, located on a site of eight acres of land, which was secured during the year. Arrangements will be made directly for the placing of contracts for the installment of machinery, so that operations may be commenced in the near future.

#### Another Ramie Company.

In a letter to the Manufacturers' Record E. W. Douglas, of the Douglas Fibre Co., 637 Carondelet street, New Orleans, states that his company intends establishing the ramie industry in the South, having, as he claims, secured a machine which successfully separates the ramie from the wood and converts it into ribbons for commercial purposes. Mr. Douglas states that experts have examined the machine, and pronounced it a success.

#### Textile Notes.

The Clinton Cotton Mills, of Clinton, S. C., has filed a notice with the secretary of state to the effect that it will increase capital stock from \$50,000 to \$100,000.

It is reported that Norfolk capitalists are negotiating for the erection of a knitting mill at Emporia, Va. A site, with water-power convenient, is in view. Mr. Samuel Goodwyn, of Emporia, Va., is said to be interested.

There are prospects for the erection of a large knitting mill at Suffolk, Va. J. Elliott Briggs, of New Castle, Del., has written to the mayor of Suffolk regarding locating such an enterprise, and offers a \$25,000 plant for removal to Suffolk. It is proposed to form a stock company to conduct the business.

Negotiations, already referred to, for the reopening of the Maryland Silk Mills at Hagerstown, Md., have been completed, and the plant will soon be producing goods again. Messrs. Collinge & Nolan, of Paterson, N. J., are the new owners of the mills, and will employ over 100 operatives.

The stockholders of the Salisbury Knitting Mills, of Salisbury, N. C., met last week and decided to add some new machinery to their plant in the near future. The old board of directors was re-elected, including V. Wallace, president; J. S. McCubbin, vice-president, and S. H. Wiley, secretary-treasurer.

The annual meeting of the stockholders of the Raleigh Cotton Mills was held last week. Officers were elected as follows: C. G. Latta, president; C. E. Johnson, vice-president; J. S. Wynne, secretary-treasurer, and H. B. Greason, superintendent. The directors are Messrs. Julius Lewis, C. E. Johnson,

Van B. Moore, J. R. Chamberlain, W. A. Myatt, V. C. Royster, J. M. Monie and R. H. Battle.

The annual meeting of the stockholders of the Sweetwater Woolen Mills, of Sweetwater, Tenn., was held on the 19th inst. Mr. John M. Jones was re-elected president, and F. A. Carter, secretary-treasurer. The old board of directors was also re-elected.

The proposed Atlanta Textile Manufacturing Co., of Atlanta, Ga., has about secured enough subscriptions to its stock to ensure the establishment of the mill. A \$10,000 plant, for making back bands, tape and similar goods, will be built, as heretofore reported. Jas. L. Logan is secretary of the company (office 34 East Alabama street).

Mr. B. L. Bloomfield has been re-elected president of the Athens Manufacturing Co., of Athens, Ga. Mr. Bloomfield has been the president of this enterprise for thirty-four years, but last month resigned on account of ill-health. Concessions have been made that will enable the president to take lengthy holidays each year.

The Warren Manufacturing Co., of Aiken Junction, S. C., (P. O. at Graniteville, S. C.) has elected Mr. Charles W. Davis, president and treasurer. The company is now completing the arrangements for its proposed 10,000-spindle mill, as heretofore reported in this department, and expects to be ready for operations during the summer.

The Wilson Cotton Mills, of Wilson, N. C., held its annual meeting of stockholders last week. The following officers were elected: President, R. G. Briggs; vice-president, Geo. D. Green; secretary-treasurer, James Lipscomb. The officers, together with H. G. Connor, Wm. Daniel, John Cutchin and U. B. Stickney, are the directors.

The Alpha Mills, of Charlotte, N. C., held a meeting of officers last week, at which some changes were made. Col. J. T. Anthony was elected president, vice W. C. Scott, who declined on account of ill-health. Mr. W. S. Mallory, secretary and treasurer, will be also replaced by a new man, as he has accepted a position with the new Louise Yarn Mills.

The annual meeting of the stockholders of the Tallassee Falls Manufacturing Co., of Tallassee, Ala., will be postponed from January 27 to sometime next month, when a full attendance of New York stockholders is expected. An important subject for consideration will be the contemplated addition of a 25,000-spindle mill, for which the preliminary contracts, including dam and building, have been awarded.

The annual meeting of the stockholders of the Athens Woolen Mills, of Athens, Tenn., was held last week, and the reports of the managing officers were read. The reports showed a creditable business for '96. Mr. W. M. Nixon was re-elected president, and L. W. Rose, secretary. The directors for the coming year are Messrs. Jno. W. Foster, H. T. Twiman, L. W. Rose, D. R. Isbell, G. P. Blair and W. M. Nixon.

The Dixie Cotton Mills' stockholders held their first annual meeting at La Grange, Ga., on the 13th inst. Mr. J. G. Truitt was re-elected president; Samuel Hale, general manager, and John D. Edmundson, secretary-treasurer. The directors are J. M. Barnard, F. M. Longley, L. J. Render, F. E. Callaway, E. R. Bradfield, Samuel Hale, C. V. Truitt, J. E. Dunson, J. F. Mobley, T. P. Ivy and E. W. Martin. This company operates a 15,000-spindle mill, which was completed last month and has commenced operations.

## COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

#### Want Corn Cake for Export.

Eichenberg & Co.,  
Exporters of Cottonseed Products,  
Grain, etc.

Galveston, Texas, January 13.

#### Editor Manufacturers' Record:

Having inquiries for corn cake for export to Europe, we would be much obliged to you if you could name us reliable concerns manufacturing these goods. We only know of one concern, the American Glucose Co., of Peoria, Ill. However, we could use larger quantities than these people can furnish us.

EICHENBERG & CO.

Here is an opportunity for extending the use of corn cake in Europe.

#### The Market for Cottonseed Products.

New York, N. Y., January 19.

Improved conditions are in evidence with regard to cotton oil, both in the demand for home and foreign markets as well as in prices. The decline in ocean freights, 3s. per barrel being now quoted to Liverpool, together with the promising outlook for greases generally, place cotton oil in a stronger position than heretofore. Considerable oil has been purchased for February-March delivery, as high as 24 cents. At this writing 23 cents is bid for prime summer yellow on spot, and 23½ cents to arrive early in February; 15½ cents is bid for prime crude, loose, with 37½ cents freight. With firm offers it is reported mills would probably sell at 16 cents. Production is limited and rapidly decreasing, a number of Texas mills having shut down for lack of seed supplies, while current prices of oil are yet insufficiently encouraging to purchase new supplies. It is evident that the bulk of the available oil in the country is being held for the expected advance. Good off-grade yellow was held at 23 cents, although at New Orleans it was offered at 22 cents, with 6s. 3d. freight, and reports of a sale there for Marseilles at 21¼ cents, with 6s. 6d. freight. Lard has probably seen the lowest price which will be recorded this season, and tallow, although slow of sale, is well maintained at 3½ cents here, and in the West relatively higher. The prime drawback to improvement in this latter is owing to ocean rates being yet at a point where profit in exports is problematical. With a good export demand for this article, competition with cotton oil for domestic consumption would be correspondingly lessened. The improvement in the price of English-made oil is a helpful factor to the situation, and we may expect to see renewed interest in American oil by consumers in the United Kingdom. Refiners, wherever located, have purchased as freely as present offerings would permit, in view of the expected improvement in lard and the threatened scarcity and corresponding advance in oil values later on. The following are closing prices: Prime summer white, 27 to 28 cents; butter oil, 25 to 26 cents; prime summer yellow, 23 to 23½ cents; off summer yellow, 23 cents; prime crude, 20 to 20½ cents; prime crude, loose, 15½ to 16 cents; off crude, 19 to 19½ cents, and soap stock, ½c. per pound.

Cake and Meal.—A better tone is in evidence here, while prices abroad for American feeding stuffs have advanced, owing to the rapidly decreasing supplies. Cake is quoted in a jobbing way at \$19.50 here. Latest advices from London announce old stocks of decorticated cake (American) as practically exhausted, and

no fresh arrivals expected before February 1, when prices will be advanced, £5 10s. to £5 12s. 6d. being now quoted for same ex dock.

#### Cottonseed-Oil Notes.

The steamship Bjorgrin cleared from New Orleans last week for Copenhagen with 1300 tons of cottonseed and other cargo.

The steamship Navigator cleared from Galveston, Texas, last week for Liverpool with 4092 sacks of cottonseed cake and other cargo.

The Velasco Oil Co., of Velasco, Texas, is contemplating the erection of an oil refinery to refine the product of the large mill now operated by it at Velasco, as well as to handle the crude oils from interior mills prior to shipment abroad.

The steamship Laurelwood cleared last week from Charleston, S. C., for Manchester with 7712 bags of cottonseed and 2041 bales of cotton for Liverpool. This is the first steamer of the Street Bros. line of vessels sailing from Charleston to Manchester, England.

At a meeting of the Board of Trade at Seguin, Texas, Messrs. F. C. Weinert, C. G. Tips, W. R. Neal and J. T. Holmes were appointed a committee to solicit stock for a cottonseed-oil mill. Prompt and decisive measures will be taken at once to secure a 60-ton cottonseed-oil mill by next season.

The quotations for cottonseed products at Memphis on the 18th inst. were reported as follows: Prime crude oil, 17½ to 17¾ cents; prime summer yellow, 19½ to 20 cents, and choice summer yellow, 25 to 27 cents; prime cottonseed meal, \$16 in car lots; cottonseed in bulk, \$8 a ton by rail and wagon; sacked seed by river, \$7.

In Texas the market for cottonseed products shows no improvement, especially in cottonseed oil, which has now reached the lowest figure ever recorded. A number of the mills have shut down for the season. Stocks of oil are not excessive, and very few mills are holding for higher prices. The export demand is light, and prices generally favor buyers. Prime crude oil, loose, 15½ cents; refined butter oil, loose, nominal, and prime summer yellow oil, 17½ to 18 cents; cottonseed meal and cake, \$13.50 to \$15 f. o. b. mill at interior points, according to location; cottonseed hulls, \$3.50 to \$4 per ton.

The market for cottonseed oil in New Orleans on the 17th inst. was slightly revived in tone; prime crude in bulk, 16½ to 17 cents; prime summer yellow in barrels, 23 cents. Meal and cake were steady at \$16.50 to \$16.75 per short ton, and \$18.25 to \$18.50 per long ton for export. Receivers' prices were as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal jobbing per carload at depot, \$16.50 to \$16.75 per short ton of 2000 pounds; for export per long ton of 2240 pounds f. o. b., \$18.25 to \$18.50 for current month; oil-cake for export, \$18.25 to \$18.50 per long ton f. o. b.; crude cottonseed oil at wholesale or for shipment, strictly prime in barrels, per gallon, 17½ to 18 cents; loose, per gallon, 16 to 16½ cents, according to location of mill; refined cottonseed oil, prime in barrels, per gallon, at wholesale or for shipment, 22½ cents; cottonseed hulls delivered, per 100 pounds, according to location of mill, 11½ to 15 cents; linters, according to style and staple—A, 3½ to 3¾ cents; B, 3¼ to 3¾ cents; C, 2¾ to 2¾ cents; ashes, none.

The Atherton Cotton Mills, of Charlotte, N. C., has declared a semi-annual dividend of 3½ per cent. for the business of the last year.

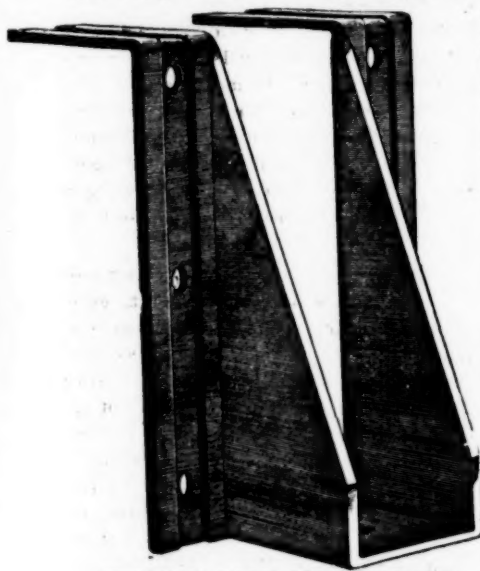


## MECHANICAL.

## Van Dorn Joist Hanger.

An important adjunct to modern building construction is the steel joist hanger. We illustrate a device of this kind which finds high favor with architects and builders. In preserving the full length of the header and joist the advantage of this hanger is apparent. It allows the end of the joist to fit tightly to the header, the joist only having to be trimmed off square. As it admits of being solidly attached to the header it is unusually stiff. It preserves the full strength of the header and is spiked to it solidly. When connected with walls it ties the walls and building together in a safe and strong manner. If the centre of the building is burned out the walls do not necessarily fall or bulge. When used on I beam header it forms a stirrup and does not depend for its strength on a wood piece between the flanges. The material being soft steel, the tensile strength can be relied upon.

These hangers are forged from rolled steel, having a guaranteed ultimate tensile strength of 56,000 pounds per square inch. Each hanger will carry six times more than will be required in actual use. It is easily applied, the hook fitting over the top of the header, and notched in so as to come level. It is held in place by two heavy wire nails. The flanges fit



THE VAN DORN JOIST HANGER.

ting on the sides of the header may be spiked if preferred. This is not essential, but is an improvement, as it holds the hanger solidly in place. The joist may be nailed in hole on the bottom if preferred. This hanger insures the full strength of the header and joist.

The manufacturer makes a six-inch hanger for a six-inch joist, an eight-inch hanger for an eight-inch joist, etc., insuring uniformity and an improved appearance when different sizes of joists are used in the same building, which is important, and an improvement over duplicate hangers.

The Van Dorn steel joist hanger is believed to be durable and cheap, and at the same time simple and economical to adopt in construction. The old method of framing by mortise and tenon is slow and unsatisfactory, and dependent greatly upon skilled labor for good workmanship; whereas with the steel joist hanger the most inexperienced workman can apply it with the best results.

Steel hangers are used advantageously in connecting with stair headers, headers around chimneys, and on all joist connection to wall or wood headers. They are used very advantageously in wood roof construction, as they increase the value of the structure.

The Van Dorn Iron Works Co., Cleveland, Ohio, is the manufacturer.

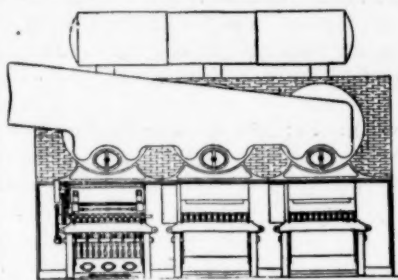
## Wilkinson Mechanical Stokers.

The utility of mechanical stokers and the important savings possible with them are attracting the attention of owners of steam plants. We illustrate here-with an equipment of Wilkinson automatic mechanical stokers, made for the Segura Sugar Co., New Orleans.

This system, on inspection, will commend itself to all who may be considering the physical possibilities of a pound of coal as an agent in the generation of steam or the production of intense heat.

As a device for the burning of the cheaper low grades of anthracite, buckwheat or bituminous coal, in its development, in its applied principles, and in its saving power, it possesses noteworthy advantages.

Having reference to the illustration (front elevation), it will be noted that all

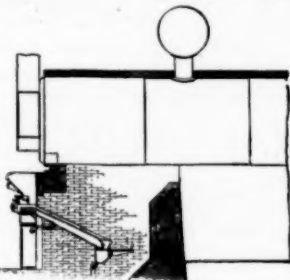


FRONT VIEW.

that part of the boiler front below the bottom line of the boiler, together with the grate bars, bearer bars, etc., as in ordinary practice, is eliminated from first cost, when new installations are considered, or discarded when it is proposed to add the stoker to a boiler in use.

In place of these a stoker front, suited to the purpose, is furnished, and at either side of the furnace are placed, extending diagonally the whole length of the grate, tying the stoker front securely to the bearer bar (or blast box) at the back. Suitable projections and columns and saddles support the grate bars, and the mechanism for operating them admits of securing the coal hopper and blast pipe in a very formidable manner, as shown.

The grate bars are a series of hollow castings, approximating a rectangular cross-section, placed side by side, and inclined toward the bottom of the furnace at an angle suited to the repose of the



SIDE ELEVATION.

fuel. The upper end (open to admit the blast pipe) projects through and is supported by the stoker front, the lower end sliding on and supported by the bearer bar, as shown.

Throughout the inclined length and on the face of the bar is cast a succession of steps; through the rise of each step a vent of ample proportion is provided to admit air through the fire to the combustion chamber.

The pusher shown in bottom of hopper, and resting on the grate bars, is secured to each alternate bar by a dowel pin, and moves with them, feeding the fuel in measured quantities from the hopper to the upper end of the grate, the continuous "back-and-forth" motion of the grate bar insuring a uniform thickness of fire, an ample supply of air for any rate of combustion, an absence of clinker, a slow but gradual advance of the remaining fuel to the bottom of the

grate, thoroughly consumed in the form of ash, free from carbon and deposited in the stationary grate shown projecting from the bearer bar. The accumulated ash is pushed off this stationary grate by the reciprocating motion of the bars into the ash-pit, to be removed in the usual manner or by special appliance. The mechanism for effecting the entire operation of the stoker consists of a pulley, compound gearing, toggle shaft and quadrant. It can therefore readily be seen that the power required is nominal in the exact meaning of the word.

The blast is saturated steam, through nozzle one-sixteenth-inch opening, giving an induced current of air of wide range, and under complete control by regulating valve or attendant.

Stress is placed upon this system of injecting the air into a hollow bar, from which there is no escape only into and through the fire, producing a uniform boiler pressure and furnace temperature. The stoker is adapted to all forms of steam generative furnaces, kilns, etc.

Commenting on the Wilkinson stokers, Edmund Mather, mechanical engineer, Harrisburg, Pa., says:

"A battery of boilers, large or small, equipped with Wilkinson stokers—the coal delivered to the hoppers, either by coal lift or by hand—the ashes removed only when cold, is a revelation to the average fireman.

"The best results are always obtained in the steady and continuous generation of steam, either at low or high capaci-

ties, as may be needed, by regulating the speed of feeding.

"With a Wilkinson stoker equipment the attendant becomes as much interested in his machine as the engineer does in his engine, and soon learns to run them with pride. A reduction in cost of fuel necessarily follows. This is an important item in most industries.

"Economy in fuel in the Wilkinson stoker is also attended by economy in labor, life of boiler, brick work, constant operation, constant clean condition of fire—quite commendable considerations.

"Frequent duplicate orders from representative manufacturers, after the most careful expert trials by disinterested parties, prove the foregoing conclusions.

"It will pay any steam-user to look into the merits of the Wilkinson stoker, because it is cheaper to get additional capacity with boilers in use than by erecting additional new boilers.

"Forty to 50 per cent. increased capacity can be safely figured upon as a possibility by the application of the Wilkinson stoker to any boiler.

"I have placed orders for 118 of these stokers in my own practice within the last year, and do not hesitate to endorse the device as the best mechanically-constructed machine, and embodying in a greater degree the best scientific principle for the more perfect burning of fuel of any kind."

The Wilkinson Manufacturing Co.,

Bridgeport, Pa., is the manufacturer; office, Room 678, The Bourse, Philadelphia, Pa.

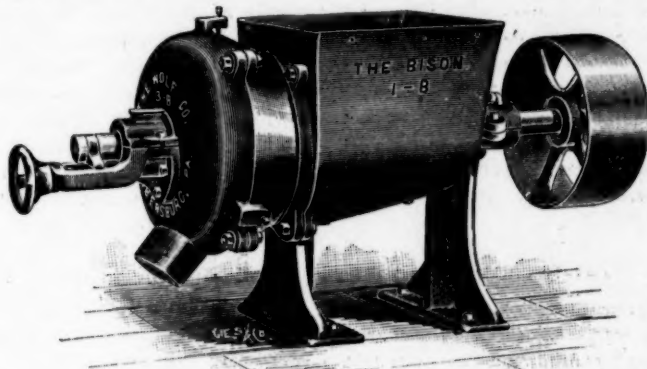
## Bison Corn and Cob Crusher.

Some useful features are introduced in the perfected crusher illustrated herewith. It is the Bison horizontal corn and cob crusher.

It positively grinds the cob to almost any degree of fineness direct by belt from a horizontal shaft, without the use of gears, tighteners or idlers, thereby avoiding considerable annoyance and waste of power.

The adjustable "Bison" consists of a heavy iron frame and hopper, guaranteeing permanency of the adjustments, with special knife at bottom of hopper, sectional conveying breaker cylinder, revolving cone grinder attached to steel driving shaft, with key at end of sectional conveying breaker worm, stationary cone grinder attached to end of hopper, discharge lid, driving pulley and adjustable appliances. The adjusting screw, for regulating the cone grinder while machine is in operation, is a very essential feature, permitting to grind fine or coarse as may be desired, without stopping machine. The steel shaft revolves in anti-friction journal boxes at each end of breaker.

The plain "Bison" is built without the adjustable screw, and can only be adjusted when the machine is not in operation; otherwise it embodies the same features as the adjustable machine.



THE BISON CORN AND COB CRUSHER.

It is said to be utterly impossible to choke one of these machines. The sectional conveying worm can be relied upon at all times to force the material into and through the grinding cones, no matter how much ear corn may be in the hopper. All parts are interchangeable, and the machine is built from carefully-selected materials and by skilled mechanics. Its advantages are summarized as follows: Simplicity and durability of construction; adaptability to location without use of gears; minimum of power and attention necessary; smallness of space required; cheapness of erection; adjustable while in operation; perfection of production.

Aug. Wolf & Co., Chambersburg, Pa., are the manufacturers.

The saw and grist mill operated by Mr. William Davis at Marriottsville, in Howard county, Md., was destroyed by fire on the 15th inst. Included in the loss was a large quantity of sawed lumber and shingles. A warehouse stored with grain was also destroyed. The loss is estimated at \$8000, partially insured.

Mr. D. M. Riordan, president of the Arizona Lumber Co., of Flagstaff, Ariz., and a prominent Western capitalist, visited Chattanooga last week for the purpose of looking into the opportunities offered as a place of business. Mr. Riordan is making a tour of the South with a view of selecting a place for a permanent home.



## LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

## LUMBER MARKET REVIEWS.

## Baltimore.

Office Manufacturers' Record,  
Baltimore, Md., January 21.

In the local lumber market the situation remains unchanged, and so far during the month business does not seem to develop that snap and vigor expected. Manufacturers expect considerable trade later on, but the condition of affairs at present throughout the general market is such that no decided conclusion for the future can be arrived at. The demand from builders, yardmen, boxmakers and others engaged in this industry is at the moment very meagre, with no disposition to increase their stocks. Receipts of lumber are light, and stocks are ample for the demand. In air-dried yellow-pine lumber prices are easy, and concessions are sometimes made in order to effect sales. On the other hand, kiln-dried North Carolina pine is firm, with a slightly better inquiry, especially from out-of-town buyers, and prices on certain grades a shade higher. In white pine the outlook is considered more promising, while prices remain very steady, with a slight improvement in the demand. The hardwood business still continues to show a moderate demand, and local buyers are generally out of the market, except for small lots for immediate use. There has been a good inquiry from out-of-town buyers, and for export business shows a better volume. The increase in exports during 1896 over the previous year is worthy of notice. In wood and its products the value of boards exported in 1896 reached \$1,388,008, against \$783,257 in 1895. The total value of lumber, logs, etc., exported in 1896 was \$2,033,714, against \$1,285,745 in 1895. While shipments during the past year exceeded in some products those of 1895, the margin of profit was so narrow that account sales rendered showed light returns for the shipper. Among planing mills and other woodworking concerns there is very little activity, and until a better movement takes place in the market proper none is expected.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE	
5-4x10 No. 2, kiln dried.....	\$12 50@ 13 50
5-4x12 No. 2, kiln dried.....	14 00@ 15 00
4-4x10 No. 1, kiln dried.....	15 00@ 16 50
4-4x12 No. 1, kiln dried.....	15 50@ 16 50
4-4 nar. edge, No. 1, kiln dried.....	13 00@ 14 00
4-4 wide edge, No. 1, kiln dried.....	17 00@ 18 00
6-4x10 & 12, No. 1, kiln dried.....	23 00@ 24 00
4-4 No. 1 edge floor, air dried.....	13 50@ 14 50
4-4 No. 2 edge floor, air dried.....	10 50@ 11 50
4-4 No. 1 12-in. stock, air dried.....	15 50@ 16 50
4-4 No. 2 12-in. stock.....	12 50@ 13 50
4-4 edge box or rough wide.....	7 50@ 8 50
4-4 edge box do. (ord. widths).....	6 50@ 7 50
4-4 12-in. rough.....	9 00@ 10 00
3/4 narrow edge.....	5 50@ 6 50
3/4 wide.....	6 50@ 7 50
3/4x9 1/2 and 10 1/2 inch.....	8 50@ 9 50
Small joists, 2 1/2-12, 14 and 16 long.....	7 50@ 8 50
Large joists, 8-16 long and up.....	8 00@ 9 00
Scantling, 2x3, 2x4 and 3x4.....	7 00@ 8 00

WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	47 00@ 48 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	42 00@ 43 00
Good edge culis.....	14 00@ 15 00
Good stock.....	16 00@ 17 00

CYPRESS.	
4-4x6, No. 1.....	20 00@ 21 00
4-4x6, No. 2.....	14 00@ 15 00
4-4x6, 16 feet, fencing.....	10 00@ 11 00
4-4x6, rough.....	8 50@ 9 00
4-4 rough edge.....	8 00@
4-4 edge, No. 1.....	16 00@ 17 00
4-4 edge, No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	28 00@ 30 00
Gulf, 6-4, Nos. 1 and 2.....	31 00@ 32 00

HARDWOODS—WALNUT.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	80 00@ 90 00
5-4, 6-4 and 8-4.....	85 00@ 95 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00

OAK.	
Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	30 00@ 34 00

Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@ 55 00
Culls.....	10 00@ 15 00

POPLAR.	
Nos. 1 and 2, 5-8.....	24 50@ 25 50
Nos. 1 and 2, 4-4.....	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	11 50@ 12 50

SHINGLES.	
Cypr., No. 1 h'rts, sawed, 6x20.....	6 50@ 7 50
No. 1 saps, sawed, 6x20.....	4 75@ 5 25
No. 1 hearts, shaved, 6x20.....	6 00@ 7 00
No. 1 saps, shaved, 6x20.....	5 00@

LATHS.	
White pine.....	2 50@ 2 75
Spruce.....	2 10@ 2 20
Cypress.....	2 10@ 2 20

## Norfolk.

[From our own Correspondent.]  
Norfolk, Va., January 18.

While the general business of this port is at present in a most satisfactory condition, the progress made during the past year being of a decided character, the lumber trade has shared to a great degree in this onward march of industry and enterprise. At this writing the indications seem each week to grow more favorable for a return of activity in this important industry. Commission merchants and manufacturers appear to take a more sanguine view of the situation, and as numerous inquiries in regard to lumber come to hand daily, accompanied with considerable actual business, the tone of the market may be written fairly active. The various milling sections adjacent to this city report a better volume of business, and mills are now in a good position for future work, many having undergone extensive repairs. Receipts of lumber at this port are better, and of logs there is a fair supply. The demand for Nos. 1 and 2 lumber is good, while for No. 3 and box there is a fair inquiry. Prices are firm for all desirable material, and holders are not disposed to make concessions, as in the past, but, on the other hand, in view of a quickening in the demand, prices are appreciating. The question of tariff on lumber has been occupying the attention of the trade during the past week more than usual, and indications are that lumber will be favorably classed in the new tariff bill now under formation. The action of the North Carolina Lumber Co., which represents an output of over 600,000,000 feet of lumber annually, has been very conservative, as well as one of a dignified character, in their memorial to the ways and means committee, and the results are likely to be favorable in the end. The magnitude and importance of the lumber industry of Norfolk is exemplified in statistics presented by Mr. Samuel R. Borum, secretary of the Chamber of Commerce. In this report the receipts for 1896 of wood and its products are given as follows: Lumber, 283,906,336 feet, against 324,869,264 feet in 1895; logs, 129,515,022 feet, against 115,026,631 feet; staves, 4,735,487; shingles, 33,315,150, and railroad ties, 114,027. The current year is likely to show much heavier receipts, with a more steady demand in many of the avenues of this industry. At the moment there is a better inquiry for vessels to load here, and during the past week the following lumber charters were reported in New York: Schooner Mabel Rose, 369 tons, hence to New York at \$2.25; schooner M. B. Millen, 359 tons, hence to Newark at \$2.50 and free wharfage, and schooner Annie Bliss, 318 tons, from Richmond, Va., to Elizabethport, N. J., with cross-ties at 13 cents.

## Charleston.

[From our own Correspondent.]  
Charleston, S. C., January 18.

The record of business here for the present month bids fair to be of considerable volume. The docks along the water front are filling up with vessels, and while cotton, naval stores, etc., are being exported, the lumber trade is coming in for its share of business. The de-

mand for lumber is improving somewhat, and prices are showing a firmer tone. At Georgetown and other milling points there is a good trade in progress, and mills are receiving a fair share of orders. In cypress lumber and shingles there is a better trade moving, and in cross-ties the demand is good. All desirable grades of lumber are mostly called for, while common and inferior stock is dull. At Georgetown last week the Clyde steamers took out a quantity of lumber, with other merchandise. The schooner Eva A. Danenhower left for New York with a full cargo of cypress lumber, and the schooner Cherubim left with a cargo of shingles for a Northern port. The market on Saturday closed very steady, with quotations as follows: Merchantable lumber, \$14 to \$16 for city-sawn, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are in good demand at \$5 to \$7 per thousand. Among the shipments reported last week were the following: For New York barkentine E. S. Powell with 470,673 feet of yellow-pine lumber; schooner Clara E. Bergen with 367,202 feet, and schooner Hugh Kelly for Boston with 600,000 feet. The total shipments of lumber since September 1, 1896, amount to 25,037,850 feet coastwise and 569,000 foreign, aggregating 25,606,850 feet, against 25,838,684 feet for the corresponding period last year. Yellow-pine and cypress-lumber freights are steady, with rates to New York \$4.38 to \$4.50; ties, 14 1/2 cents each; oak ties, 19 cents, and dry lumber to Providence, \$4.50. The schooner L. V. Beebe was chartered last week at New York to load lumber here for Boston at \$5, coal out from Norfolk.

## Jacksonville.

[From our own Correspondent.]  
Jacksonville, Fla., January 18.

The new year has opened with a good volume of business in nearly every line of the lumber industry. The general trade of the port indicates prosperity, and the tone of the market for all commodities is fairly active. Considerable speculation is indulged in by lumbermen as to the restoration of the tariff on lumber and the future outlook for business. From the number of charters of vessels reported to load at this port and the activity at all milling centres, there is every reason to predict an active demand for lumber during the spring and summer months. Several instances of improvement in lumber circles might be cited to show that there is an improved demand for the better grades of lumber, for which this section is celebrated, all the mills here giving special attention to making their output class well among the trade. The schooner A. B. Sherman, which arrived on the 11th with 3300 barrels of oil, is loading with 500,000 feet of lumber, which will be the largest cargo of lumber that has ever left this port. The cargo will be shipped by the Atlantic Coast & Export Lumber Co., of this city. Another charter, that of the schooner Laura L. Sprague, may be considered to show a notable operation in lumber from this port. This vessel arrived on the 16th inst. from Boston to load the second of a series of ten cargoes of timber and lumber for that port. The demand for lumber seems to be increasing, and mills have nearly all the business they can well attend to at the moment. Prices are beginning to show an advancing tendency, and manufacturers are not disposed to accept less than outside figures for prompt or near delivery. Among the shipments reported during the past week are the following: Schooner Raymond T. Maul for New York with 360,000 feet of yellow-pine lumber;

schooner Mary S. Bradshaw for Elizabethport, N. J., with a cargo of 224,000 feet; schooner Maud Briggs with 218,993 feet for St. Thomas, Danish West Indies, and schooner Thomas W. Hyde for Colon, United States of Colombia, with 321,000 feet. The Clyde Line steamers for New York take out large lots at every trip. The Seminole took out last week 220,000 feet of lumber, 2850 cross-ties and 90,000 shingles, and the Algonquin 300,000 feet of lumber, 2500 cross-ties and 200 bundles of shingles, besides other merchandise. Freights on lumber and other wood products hold very steady under a moderate offering of handy-sized vessels. Among the charters reported in New York last week were the following: Schooner Albert L. Butler, 291 tons, from Jacksonville to Portland, Maine, with lumber at \$5.25; British schooner Delta, 287 tons, from Jacksonville to Demerara with lumber at \$5.50, and a schooner, 825 tons, from Jacksonville to the same port at \$5.50; schooner Job H. Jackson, 494 tons, from Jacksonville to New York with ties at 16 1/4 cents, coal out from South Amboy at 80 cents, and a schooner, 339 tons, from Jacksonville to New York with lumber at \$4.60.

## Mobile.

[From our own Correspondent.]  
Mobile, Ala., January 18.

There is every indication of a good general trade during the spring months, and at present the volume of business at this port is in excess of the corresponding period last year. Lumbermen and timbermen are anticipating an active trade, and advices from European markets are all favorable for a good demand for timber. There is at present very few orders, and holders are generally firm in their views and will only accept outside figures. A few shipments are going forward, but as hewn timber is scarce the business in that direction is only of moderate volume. Hewn timber when placed upon the market will bring 11 to 12 cents per cubic foot on basis of 100 feet, average B1 good. Sawn timber is in good demand at 11 to 11 1/2 cents per cubic foot, 40-foot basis. Pine saw logs are quoted at \$5 to \$7.50 per thousand. There is very little demand for hewn oak or poplar. In sawn lumber the demand is showing a decided improvement, and there is an excellent demand from Central and South America. At all saw-mill centres there is unusual activity, and at nearby points in Mississippi, Florida and this State the mills are all generally running on full time, with few complaints of scarcity of orders. The outlook for yellow-pine and cypress lumber is said to be very favorable, and prices are already showing a tendency to advance. Among the shipments during the past week the following vessels are reported: For Buenos Ayres, A. R., bark Gustav and Oscar with 816,478 feet of pitch-pine lumber; bark Franega with 635,061 feet, and bark Pieta with 660,082 feet. The brig Starlight cleared for Kingston, Jamaica, with 198,742 feet; schooner Dyer for Ruatan, Spanish Honduras, with 23,000 feet. The schooner Rathburn cleared for Trinidad with 280,000 superficial feet of pitch-pine lumber, and steamer Lemgo for Hamburg with 300 cases of cedar pencil stock, 1753 pieces of oak lumber and 7600 staves among her cargo. The foreign commerce of this port shows a continued improvement, and for the six months of the fiscal year ending December 31, 1896, the exports show an increase of 2,084,080 as compared with the previous year. The value of exports of lumber for the six months of 1896 is placed at \$720,303, against \$584,944 for the corresponding period of 1895. The total exports of lumber since September



1, 1896, amounts to 28,002,148 feet, against 24,443,087 feet for the same period last year. Of hewn timber 121,988 cubic feet have been exported since September 1, 1896, against 324,831 cubic feet last year. Exports of sawn timber for the same period amount to 1,704,239 cubic feet, against 1,352,094 cubic feet last year. Timber and lumber freights are steady, with rates unchanged. The following charters were reported in New York last week: Bark Emma R. Smith, 378 tons, from Pascagoula to Buenos Ayres with lumber at \$11.75; schooner Pepe Ramirez, 428 tons, from Pascagoula to New York with lumber at \$5.50, and a British bark from Ship Island to Buenos Ayres at \$11.75.

#### Pensacola.

[From our own Correspondent.]

Pensacola, Fla., January 18.

There has been a fair volume of business during the past week in both lumber and timber, and there is a slight improvement reported in the tone of the timber market. In almost every avenue of trade there is considerable activity, and from present indications the business of the port for the current year will likely exceed that of any previous one. The demand for timber is fairly active, and sales amounting to 1200 pieces of Ferry Pass sawn timber are reported at 10½ cents. Advices from the European markets report a rather quiet market, which is customary at this period of the season. The Timber Trade Journal, in its review of the London market, says: "In pitch pine there is not much doing, and few transactions have been reported on the coast, buyers fearing a drop in sailing freights in sympathy with steam, which in c. i. f. contracts forms a highly important consideration. This, however, is scarcely likely, in view of the fact that there are very few ships offering for pitch-pine charters, and agents find it difficult to make tonnage arrangements. This causes a slight hitch in pitch-pine sales, but the current of trade is, we consider, only temporarily checked, and when once freights are well assured, activity will be the predominating element." The local lumber trade at Pensacola and adjacent points is improving, and there is a good demand from the usual sources. Among the shipments during the past week the following are reported: Bark Aranti for Algoa Bay with 827,000 superficial feet of sawn timber and 36,000 feet of lumber. The steamship Gracia cleared for Liverpool with 77,000 feet of lumber among her cargo; the schooner Ravola for Humacao, P. R., with 120,000 feet of lumber, and the steamship Amrum for Tampico, Vera Cruz and Progresso with 40,000 feet of poplar lumber and general merchandise. There is at present a number of vessels loading, and others due to arrive, which will make the shipments for the month about an average for this period of the season. Among the charters reported in New York last week were the following: Steamer Straits of Menai, 1849 tons, from Pensacola to the United Kingdom with sawn timber at 102/6, and a British bark, 778 tons, from Apalachicola to Buenos Ayres at \$11.75.

#### Beaumont.

Beaumont, Texas, January 16.

Traffic on the highways of lumber trade has been rather quiet for the past week. Trade with the interior has not responded to the mild weather which has been favoring building improvements, but the movement of yard stock and dressed lumber is good. Trade in export circles continues good, a dozen vessels now being in port receiving cargoes.

The office forces of the several lumber

companies in this place have been working hard preparing the statements of last year's business. Millmen, however, prefer to talk of pleasanter subjects than last year's business. The annual meetings of the lumber companies at this point will be held in this city within the next two weeks, when officers for the year will be elected.

A new export company has come into existence by a combination of the Bradley-Ramsey Lumber Co., the J. A. Bell Lumber Co., the Lock Moore Lumber Co. and the Perkins & Miller Lumber Co. The organization will be known as the Calcasieu Export Co., and the main offices will be located in Lake Charles, La. The importance of the combination may be estimated from the capacity of the mills represented, the annual cut of which aggregates about 100,000,000 feet. The company expects to place about half of this amount in the export trade, and will ship from Sabine Pass. Carl Epping, who has been for sometime located in Beaumont in the export trade, has been offered the position of manager, and will move to Lake Charles soon to assume charge. Should the exports of this new company reach the amounts expected, the effect upon the home markets would be most wholesome, as the heavy withdrawals for export would lighten the competition in the home market.

Business through Sabine Pass for the coming year promises to be far in excess of the exports for the past year.

The report of an earlier issue that the Kountzes would build wharves extending out 700 feet was erroneous. Later advices are to the effect that a basin will be dredged out 700 feet long, 180 feet wide and thirty feet deep. This will be devoted to the lumber trade. Wharves eighty-five feet wide will extend out on both sides, and, in order to facilitate loading, double tracks will extend out on each wharf. Suitable sheds will also be provided for storing dressed lumber. Bids for the contracts will be opened on January 25. Kountz Bros. have evidently determined to enliven life at the "Pass," for it is also understood that they will lay out a new townsite adjacent to the wharves, and, in addition to the work above mentioned, a wharf for general shipping will also be built. This will be provided with warehouses, and will afford ample accommodations for the trade passing through that port.

The city of Houston has long cherished the hope that Buffalo bayou would some day be dredged, giving a ship channel to Galveston. The commerce committee of the Senate has presented a bill appropriating \$5000 to defray the expense of a survey by the War Department of a ship channel 100 yards wide and twenty-five feet deep, to extend from the Galveston jetties through the bay and Buffalo bayou to the city of Houston. A further provision of the bill calls for a survey at Houston for a harbor twenty-five feet deep and 500 feet wide. The plan is pronounced feasible, and its completion would give to Houston incalculable advantages.

W. F. F.

#### Lumber Notes.

The D. L. Moore Land & Lumber Co. has completed a new planing mill at its plant at Lorenzen, Miss.

Wineman & Bros., Greenville, Miss., have completed a new band mill, which will be operated at once.

The Elizabeth City Lumber Co., of Elizabeth City, N. C., will begin at once to rebuild the dry-kilns recently destroyed by fire.

The box and lath factory of the Yellow Pine Lumber Co. at Mobile, Ala., was destroyed by fire last week. The insur-

ance on the buildings was between \$1500 and \$1600.

The Hilton & Dodge Lumber Co., of Brunswick, Ga., has almost completed its large saw-mill plant fourteen miles from Mount Vernon, Ga., and in a few days the saw mill will be in operation.

Lumber operators from Canada are said to be getting out square oak timber on Coal run, of Coal river, for shipbuilding in England and Scotland. Some of the sticks are sixty-five feet long.

The British barkentine Antigua, 735 tons, has been chartered to load a full cargo of lumber at Baltimore for Rio Janeiro at \$10 per thousand feet. The vessel will carry about 1,000,000 feet.

The planing mill of C. W. Ault, at Helena, Ga., was destroyed by fire on the 14th inst. A large amount of lumber was also destroyed. The plant had recently been overhauled and a new planer added.

The Vicksburg Box Factory, at Vicksburg, Miss., recently established, was destroyed by fire on the 10th inst., with 20,000 feet of lumber. The loss is said to be fully \$10,000, half insured. The owners will rebuild.

Mr. D. K. Newsum, superintendent of the Texas Tram & Lumber Co.'s planing mill at Beaumont, Texas, has invented an improvement for dry-kilns that promises to be of great value to lumber manufacturers in the artificial drying of lumber.

Receipts of wood and its products at the port of Norfolk, Va., during the month of December, 1896, were as follows: Lumber 21,556,925 superficial feet, logs 7,638,162 feet, staves 570,200, shingles 2,508,700 and railroad cross-ties 5750.

The City Club at Velasco, Texas, is making an effort to locate at Velasco a large plant for the manufacture of barrels, cooperage stock, etc. This concern has an established business, with about \$20,000 worth of machinery, and employs fifty men.

The receipts of lumber at the port of New Orleans last week was 895,000 feet, and for the season 29,384,000 feet, against 48,061,100 feet in 1895-96. Receipts of shingles for week 10,000, laths 150,000, oak staves 101,200 and cypress staves 24,000.

The dry-kiln at the saw mill at Ocean Springs, Miss., with a large quantity of lumber, was burned on 13th inst. The mill and planer were saved. The owners of the plant are E. J. Morris, of Ocean Springs, Miss.; J. B. Lyon, of Chicago, and Hieronymus Bros., of Mobile, Ala.

The board of directors of the Builders' Exchange of St. Louis met last week for the purpose of organizing for the coming year. President George M. Blair presided, with a full attendance of members present. Richard Welsh was re-elected secretary, and Thomas Mockler, treasurer.

Messrs. Fort & Mims have recently sold the lumber privileges of all their lands, about 4000 acres, lying near and south of Blakely, Ga., to Mr. L. R. Wright, of Macon. Mr. Wright, it is said, will convert the most of the timber into railroad cross-ties, though a saw mill is in contemplation.

Col. W. S. West, of Valdosta, Ga., and his brother, John West, of Savannah, have just purchased 12,000 acres of fine timber and turpentine land near Valdosta. The deal represents an outlay of between \$50,000 and \$75,000, and comprises the Lucas & Co. property of 6600 acres and the McIntyre lands just across the Florida line. The property is on the

Valdosta Railroad. It is stated that several turpentine stills will be erected on the property.

The schooner John F. Kronz arrived at Sabine Pass, Texas, on the 11th inst. from Barbadoes via Port Eads to load a cargo of lumber, and the bark Goatfell sailed for Buenos Ayres with 540,000 feet of lumber. A 12-foot rise was reported at Suddoth's Bluff, on the Sabine river, on the 9th inst., and an immense drive of logs are reported on the way down.

The railroad-cross-tie business in Western Kentucky has assumed very large proportions during the past few years. Thousands of ties are now being rafted out of Nolin river into Green river, just above Brownsville. When they reach Green river they are loaded on barges and towed out by boats. The timber owners of Edmonson, Butler and Warren counties are reaping some handsome profits from this industry. The logging interests of that section are at present very active.

In reference to lumber shipments through Sabine Pass, Texas, for the year 1896 the Beaumont Journal gives the following figures: Number of cargoes shipped during the year, seventy-four, containing 20,292,492 superficial feet, of which 23,185,651 feet was foreign and 6,106,841 feet domestic. The total value of shipments was \$325,065. The shipments of lumber by rail from Beaumont to the interior during 1896 amounted to 15,038 cars, against 17,268 cars in 1895.

Among the shipments of lumber from the port of Brunswick during the past week the following vessels were reported: Schooner John H. Platt for New York with 20,914 cross-ties, valued at \$10,404, shipped by George S. Baxter & Co. The schooner Levi Hart cleared with a full cargo of lumber for New York from the Hilton & Dodge Lumber Co. The big barge, which will load 40,000 cross-ties from M. Emanuel, is expected to arrive the first week in February. A number of vessels are due to arrive this month to load lumber for domestic and foreign ports.

The New York committee of the Maritime Association on Arbitration on delivery and receipt of Southern pine is giving a series of hearings to consider the question of delivery of Southern pine railroad ties. The industry of cross-ties in the South has grown to be a formidable one, and under the existing lay-day scale for Southern pine delivery it has become necessary to adopt definite regulations to prevent misunderstanding. There has been an understanding in the trade that the agents of vessels had a right to expect that delivery would be made at a rate not less than 50,000 feet per day.

The report of the Lumbermen's Exchange at St. Louis has been completed. As was expected, both receipts and shipments show a falling off as compared with 1895, but the volume of business was far ahead of 1894. The decrease in the amount of lumber handled by the Exchange inspectors was 1,366,737 feet. The amount of cottonwood measured was 10,640,682 feet. During 1896 cottonwood measurements exceeded those of poplar by 5,284,887 feet. Lumbermen generally express themselves well satisfied with the showing made, and predict a good trade for 1897. It is stated that several new firms will open offices in St. Louis in the near future, among them the Werner Lumber Co., which will be under the management of Louis Werner, of the St. Louis Refrigerator & Wooden Gutter Co., and Frank R. Pierce, of the Philadelphia Lumber Co.



## PHOSPHATES.

### Phosphate Markets.

Office Manufacturers' Record,  
Baltimore, Md., January 21.

The local phosphate market is quiet, with a moderate volume of business reported. Manufacturers are purchasing somewhat more freely, but in small lots to supply immediate wants. At producing points advices show very little change in development. In South Carolina the market is steady, with a light inquiry and very little activity among river or land miners. Prices for rock at the mines are nominally steady at \$3 for hot-air-dried, \$3.25 Ashley river and \$3.45 Charleston city. In Florida reports of several plants about to commence operations are current, but the work of development is carried on with considerable caution, as prices are still too low to warrant an increase of output. Values are firm, however, and holders are disposed to ask outside figures. In the local market receipts continue light, and very little chartering is being done. Phosphate freights in New York closed quiet for the week, with few transactions. There is, however, a strong feeling in sail tonnage when prompt or early vessels are wanted. The following charters were reported: Schooner J. H. Fillyer, 568 tons, from Philadelphia to Charleston with coal and back to Elizabethport, N. J., with phosphate rock on private terms; schooner George A. Howes from Cartaret to New Berne with fertilizer at \$1.10; schooner H. H. Grant, 236 tons, from New York to Norfolk with fertilizer at \$1, and schooner W. H. Shubert, 611 tons, from Charleston, S. C., to Cartaret with phosphate rock at \$1.75, and coal out from Philadelphia at 90 cents.

### Fertilizer Ingredients.

There is a better inquiry for ammoniates in the general market, and prices are generally firm, especially on blood, of which the offerings are light. Southern buyers have been in the market during the past ten days, and have purchased more extensively than usual. There is a moderate inquiry from the East, and the Western market is quiet, with stocks ample for the demand.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$2 25 @	—
Nitrate of soda.....	2 00 @	—
Blood.....	1 80 @	—
Hoof meal.....	1 65 @	1 70
Azotine (beef).....	1 67 1/2 @	1 70
Azotine (pork).....	1 67 1/2 @	1 70
Tankage (concentrated).....	1 65 @	1 70
Tankage (9 and 20).....	1 65 @	1 70
Tankage (7 and 30).....	15 00 @	16 00
Fish (dry).....	20 00 @	—
Fish (acid).....	11 00 @	12 00

### Phosphate and Fertilizer Notes.

The Plant system reports the shipments of phosphate from Port Tampa in 1896 at 161,262 tons, of which 92,333 tons were pebble and 68,929 tons hard rock.

At a directors' meeting of the Southern Phosphate Works, of Macon, Ga., held in that city last week, an annual dividend of 6 per cent. was declared, payable on and after the 15th inst.

The schooner Percy and Lillie cleared from Charleston, S. C., last week with 675 tons of phosphate rock for Newton creek, New Jersey. The total shipments of phosphate rock from the port of Charleston to domestic ports since September 1, 1896, amounts to 35,347 tons, against 38,415 tons for the corresponding period last year.

The Newberry Phosphate Co., with headquarters at Ocala, Fla., has filed articles of incorporation. The company proposes to do a general mining, manufacturing and industrial business. The capital stock of the company is placed at

\$25,000. The officers of the company are R. L. Anderson, president; H. A. Ford, secretary and treasurer, and Edward Hillier, general manager.

It is stated that the "Compagnie Generale des Phosphates de la Florida" (General Phosphate Co. of Florida), incorporated in 1896 and promoted by Mr. A. A. Riche, of Paris, France, is to commence operations very soon at Newberry, in Alachua county, Florida, and is also preparing to mine rock at Trenton, in the same county, using the Suwannee river as a means of transportation to the ocean.

### Iron Markets.

Cincinnati, Ohio, January 16.

The slight improvement observed a week ago in the pig-iron market has expanded sufficiently to be very perceptible. Inquiries are more numerous and orders for carloads and small lots have increased, while there have been some fair-sized orders booked, and as the week closes a more hopeful feeling prevails and the outlook brightens.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.	\$10 50 @	\$10 75
Southern coke No. 2 foundry.	10 00 @	10 25
Southern coke No. 3 foundry.	9 50 @	9 75
Southern coke gray forge....	9 25 @	9 50
Southern coke mottled.....	9 25 @	9 50
Southern coke No. 1 soft.....	10 25 @	10 50
Southern coke No. 2 soft.....	9 75 @	10 00
Belfont coke No. 1, Lake Sup.	12 00 @	12 50
Belfont coke No. 2, Lake Sup.	11 50 @	12 00
Hanging Rock charcoal No. 1.	15 00 @	16 00
Tennessee charcoal No. 1.....	13 00 @	14 00
Jackson Co. silvery No. 1.....	13 50 @	14 00
Standard Alabama car-wheel.	14 75 @	15 50
Tennessee car-wheel.....	13 50 @	14 50
Lake Sup. car-wheel & mail'e.	14 75 @	15 25

Philadelphia, Pa., January 16.

Gold comes back to us to pay for the balance of trade which is so greatly in our favor, and step by step we are unconsciously paving the way for large internal expansion. Wheat at about ninety cents is a luxury, and as the visible supply is light, attention will soon be called to corn, which is selling at very low figures.

There are several good years ahead of us, and when the improvement commences we can look upon it as permanent.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama...	@	\$11 75
No. 2 X standard Alabama...	@	11 25
No. 1 X standard Virginia...	@	11 75
No. 2 X standard Virginia...	@	11 25
No. 1 X lake ore iron.....	@	13 50
No. 2 X lake ore iron.....	@	13 00
Lake Superior charcoal.....	15 85 @	16 35
Standard Georgia charcoal...	16 25 @	17 00

New York, N. Y., January 16.

Just a little more life has been imparted to the situation in iron the past week, but dullness remains the rule. Reports of very large sales of Bessemer pig and heavy consumption of that commodity in the Pittsburgh district tend to give courage to the weak-hearted. Large sales of steel rails are also reported, and the export movement in various forms of iron and steel is steadily growing. Other signs are the reports of architects and engineers of plans for new constructions that are now taking shape in their offices; the continued heavy balance of trade in our favor; money more abundant and cheaper than ever known; troublesome international questions out of the way; the stock market slowly hardening, and lastly, the near approach of the end of a tariff law that has worked disastrously to nearly all interests. Still more significant than any of these is the fact that we are now four years away from the commencement of the panic.

We quote for cash f. o. b. cars or docks New York:

No. 1 X standard Southern...	@	\$11 75
No. 1 X Virginia.....	@	11 75
No. 2 X Alabama or Virginia...	@	11 25
No. 1 soft Alabama or Virginia...	@	11 50
No. 1 X lake ore coke iron....	@	13 50
No. 2 X lake ore coke iron....	@	13 00
Lake Superior charcoal.....	@	16 35

ROGERS, BROWN & CO.

The Augusta Factory, at Augusta, Ga., is building a new cloth and storeroom.

### North Carolina Gold.

The revival of interest in the North Carolina gold regions, due to the introduction of improved machinery and methods, is attracting the serious attention of investors. A company is now being formed to work the Cagle gold mines in Moore county, North Carolina. Reports of experts show rich developments on this property. A pamphlet just issued contains the results of investigations made by prominent engineers, geologists and metallurgists. They include Wm. Freecheville, who was formerly manager of the Mysore mine, of India; Prof. T. F. Andresen, who made the report on the mineral resources of India for the British government, and Prof. Charles G. Mann, a graduate of Frieberg, Germany. These reports are of an exhaustive nature, and set forth the opportunities for development in a business-like and practical manner.

The Cagle mine, it is said in these reports, has a well-defined true fissure vein of an average thickness of six feet. The vein trends through the property for a distance of nearly a mile, and has been actually developed to an average depth of 100 feet for a distance of 1400 feet, proving the vein's continuity and permanency, and showing the quantity of available ore.

The profitable extraction of the gold from the Cagle ores can, it is stated, be attained by supplementing amalgamation with the concentration of the sulphurets, and the subsequent treatment of the slimes and tailings by the cyanide process. It has been practically demonstrated that sulphuretted ores assaying \$3 per ton, when found in quantity, can be treated in North Carolina at a profit.

Estimating the Cagle ores at a valuation of \$6 per ton, a cyanide plant of 100 tons daily capacity should show a net profit per annum that would make this field a lucrative one for investment. The organization of the development company is in charge of Mr. R. E. Lyon, 849 Equitable Building, Baltimore, Md.

### To Develop Water Power.

The contract for the electrical utilization of the Falls of St. Anthony, at Minneapolis, has been awarded to the General Electric Co. It will be remembered that the St. Anthony Water Power Co. and the Pillsbury flour mills and elevator lines were merged into the Pillsbury-Washburn Flour Mills Co., which controlled not only most of the developed water-power of the falls, but also the undeveloped water-power below the falls. A dam to utilize this power was constructed, and the total available is calculated at 10,000 horse-power.

The water will pass through turbines of Stilwell-Bierce & Smith-Vaile manufacture, seven of which, each of 1000 horse-power capacity, will form the initial hydraulic equipment. This electrical equipment will consist of a plant comprising both direct-current railway apparatus for the needs of Minneapolis, and three-phase apparatus for transmission of part of the power to St. Paul, ten miles distant.

The direct-current portion consists of two 700-kilowatt General Electric multipolar generators, with a speed of 130 revolutions per minute, furnishing current at 600 volts, and two 100-kilowatt exciters for the three-phase alternators.

This three-phase generating plant consists of five 700-kilowatt alternators, with a frequency of thirty-five cycles, and an initial voltage of 3450 volts. This pressure will be raised to 12,000 volts in six step-up transformers of the well-known air-blast type, and at this voltage the current will go to St. Paul either by over-

head or underground wires. This has not yet been settled. At St. Paul the pressure will be reduced in fifteen step-down transformers, when the current will be led into the rotary converters of special type. Of these there will be five. They will resemble in appearance those which the General Electric Co. has installed in the power-house of the Buffalo Street Railway Co. to take care of the power transmitted from Niagara Falls. They are eight-pole machines, each of 600-kilowatt capacity, running at 520 revolutions, and turning out direct current at 580 volts. They are designed to operate in parallel with each other, or with the generators now driven by steam in the existing station.

The Street Car Company will send to St. Paul about 3000 horse-power, leaving 4000 horse-power to be used at Minneapolis.

There was close competition between the companies engaged in electrical development and manufacture in this country. The General Electric Co.'s apparatus, however, was ordered.

### Attractions for Tourists.

The Sunset Limited Express of the Southern Pacific system is one of the finest and fastest trains in the world. It runs between New Orleans and the Pacific coast, and is a favorite mode of travel for business or pleasure tourists. The Southern Pacific reaches many attractive resorts in California and Mexico. It has published several beautifully-illustrated pamphlets describing them, which can be obtained by writing S. F. B. Morse, general passenger agent at New Orleans.

### Reduced Rates to Washington on Account of the Inauguration via Pennsylvania Railroad.

For the benefit of those who desire to attend the ceremonies incident to the inauguration of President-elect McKinley, the Pennsylvania Railroad Co. will sell excursion tickets to Washington, March 1, 2, 3 and 4, valid to return from March 4 to 8, at the following rates: From New York, \$8; Philadelphia, \$5.40; Baltimore, \$1.60; Harrisburg, \$5.06; Williamsport, \$8.79; Buffalo, \$11.20; Rochester, \$10.48; Altoona and Pittsburg, \$10, and from all other stations on the Pennsylvania system at reduced rates.

This inauguration will be a most interesting event, and will undoubtedly attract a large number of people from every section of the country.

The magnificent facilities of the Pennsylvania Railroad make this line the favorite route to the national capital at all times, and its enormous equipment and splendid terminal advantages at Washington make it especially popular on such occasions.

### Land and a Living

Are best and cheapest in the Great New South. The Northern farmer, artisan, merchant, manufacturer, are all hurrying into this rapidly-developing country as pioneers. The open climate, the low price of land, and its steady increase in value, the positive assurance of crops, with but little effort to raise them, all combine to turn all eyes southward.

To assist in this movement low railroad rates have been inaugurated over the Queen & Crescent Route from Northern towns and villages, both round-trip and one-way tickets being on sale at about half the usual rates; round-trips selling on the first and third Tuesday of each month, one-way tickets on the first Tuesday each month.

Now is the time for you to go and see. Much has been said and written about the fruit, grains and grasses along the Queen & Crescent Route and about its climate—no blizzards and no sunstrokes. Summer nights are cool. Grass grows green ten months in the year. Less wear and tear in living than you've known in the North. A million acres of land at \$3 to \$5 an acre, on easy terms. Now is the time to go and see for yourself. Write to W. C. Rinearson, G. P. A., Queen & Crescent Route, Cincinnati, Ohio, for such information as you desire before starting.



# CONSTRUCTION DEPARTMENT.

## THE MANUFACTURERS' RECORD

seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

\* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

Messrs. O'Connor & Smoot, of Galveston, Texas, have closed a contract to construct a deep-water harbor at Mazatlan, Mexico, for the Mexican government. The contract calls for the surveying and preparing of plans, and the cost is estimated at from \$15,000,000 to \$18,000,000. The methods to be employed will be both dredging and jetty work, similar to the work in Galveston harbor.

### ALABAMA.

Attalla—Distillery.—T. J. Noogin, of Gadsden, Ala., will build a government distillery at Attalla.

Attalla—Soap Factory.—The Huntsville (Ala.) Soap Factory will be removed to Attalla and its capacity largely increased. It is said the company will also engage in the manufacture of broom-factory machinery.

Birmingham—Mercantile Company.—The Mitchell Mercantile Co. has been incorporated, with a capital stock of \$6000, by J. B. Mitchell and others.

Birmingham—Tool Works.—James Aitchison, of Cleveland, Ohio, is in correspondence with the mayor regarding locating a tool works in Birmingham.

Demopolis—Electric-light Plant.—The Demopolis Electric Light & Power Co., reported last week as having received electric-light franchise, has organized with F. E. Semon, general manager. Capital stock is \$7000; 25-arc and 600-light incandescent (alternator) plant will be installed. Machinery not ordered yet.\*

Dothen—Telephone System.—R. T. Ghent will establish a telephone system.

Florence—Electric Plant.—A steam or electric-power house will be erected for railway. A. P. Harland can be addressed.

Florence—Woodworking Factory.—The Florence Plow Handle & Manufacturing Co. has been organized and will establish a plant. Twenty-five men will be employed at the start.

Florence—Buggy Works.—The proposed buggy works will be established at once, sufficient stock having been subscribed to

ensure the success of the new enterprise. The Florence Buggy Co. will be the name of the concern, and M. J. Dillard will be president, and J. Fred Fisher, superintendent and manager.

Huntsville—Sewer System.—The city will probably take up in the near future the matter of constructing a sewer system, as authorized by the last legislature. Bonds have been authorized. Address the mayor.

Luverne—Furniture Factory.—W. H. Chiles, formerly of Luverne, has stated that 20,000 acres of land in Crenshaw county have been sold to a syndicate that will erect a furniture factory thereon.

Montgomery—Water Works.—The city will soon reconsider the water-works question. The mayor is now corresponding with the Capital City Water Co. relative to buying the present plant or making a new contract; or possibly new works may be erected by the city, as authorized by the legislature recently. Address the mayor.

Montgomery—Paving.—The city council will shortly pass ordinances providing for the paving of certain streets. About \$300,000 will be expended, the city having appropriated \$150,000, and the other to be furnished by the property-owners on the streets improved. Bonds will be sold before construction is commenced. For information address the mayor.

Oneonta—Telephone Plant.—Charles Torbert contemplates the establishment of a telephone system.\*

Sheffield—Iron Furnaces.—The Sheffield Coal, Iron & Steel Co. is preparing to blow in its third iron furnace; latter has just been increased from a capacity of 185 to 250 tons.

Tallassee—Cotton Mill.—The Tallassee Falls Manufacturing Co. has awarded contract for the construction of a dam to develop 5000 horse-power to operate its proposed addition. This contract was awarded to Watkins & Hardaway, of Birmingham, and includes the four-story building, in which 25,000 spindles will be placed.

### ARKANSAS.

Bentonville—Water Works.—The construction of water works is talked of. Address J. D. Covey.

Felton—Bridge.—The report noted last week that the Texarkana & Fort Smith Railway intended to construct a bridge across the Red river was incorrect. No bridge is contemplated at present; W. A. Williams, general manager, Texarkana, Texas.

Fordyce.—The Poole-Adams Co. has been incorporated, with a capital stock of \$100,000, by S. E. Adams, E. Poole and others.

Hot Springs—Pyrites Mines, Manufacturing, etc.—A company will thoroughly develop the iron pyrites deposits near Hot Springs. The present owners will organize the company, and intend erecting a plant at a cost of \$10,000, and will mine the ores, manufacture sulphuric acid, aqua ammonia, red oxide, etc. J. R. Griffin will superintend the works.

### FLORIDA.

Fort Meade—Tobacco Culture.—The Farmers' Co-operative Tobacco Growers' Co. has fully organized, with George McCraig, president; T. A. Blackman, vice-president, and H. H. Taplin, secretary. Forty-five acres will be planted in Cuban tobacco for the coming season.

Francis—Cannery.—J. E. Colvin & Co. contemplate establishing a cannery.\*

Jacksonville—Sewer Construction.—Bryan & Patterson have contracts for the construction of sewer system. Address care of the mayor.

Jacksonville—Towing Company.—Ernest Tinney and others have incorporated the Florida Towing & Lighterage Co., with a capital stock of \$50,000.

Jacksonville—Pipe-laying.—Bryan & Patterson have received contract for laying over 100,000 feet of piping for water and sewer mains. Address the mayor, or the above firm, care of the mayor.

Palatka—Cannery.—Charles Lepvraz (Box 445) contemplates the establishment of a cannery.\*

St. Augustine—Bakery, etc.—C. A. Sawtelle, of North Bay, N. Y., has bought, for \$10,000, the extensive baking and confectionery plant of S. S. Manson at St. Augustine. C. A. Sawtelle & Sons will continue the operation of the plant.

### GEORGIA.

Abbeville—Brick Plant.—It is said that negotiations are under way for the purchase of a site near Abbeville for the erection of a brick plant on an extensive scale.

Atlanta—Crematories.—The city will probably appropriate \$24,000 for the erection of two garbage crematories. Address secretary board of health.

Atlanta—Street Improvements.—Residents of Washington street will endeavor to secure the paving of the street with brick or asphalt. Marshall Clark is interested in the movement.

Atlanta—Bridge.—A movement is under way to again ask the finance commission to have a \$35,000 bridge constructed at Alabama street. Address the mayor.

Atlanta—Land Improvements.—The American Investment & Surety Co., of Washington, D. C., through its agent, L. B. Whitley, of Atlanta, has bought a tract of land near Atlanta. The land will be improved for a suburban residence site.

Atlanta—Shoe and Clothing Factory.—The J. K. Orr Shoe & Clothing Co., recently referred to, has let contract to Benson & Co. for the erection of its building, which will be five stories high, built of brick, with limestone trimmings, and cost about \$25,000.

Augusta—Telephone Lines.—The Strowger Automatic Telephone Exchange has been organized for the establishment of a new telephone exchange, the Strowger system being used. For information address P. H. Douglas, manager, Dyer Building.

Augusta—Express Company.—The Augusta Transfer Co. has been incorporated, with a capital stock of \$25,000, and C. H. Cosgrove, secretary.

Cordele—Ice Plant.—The Cordele Ice Co. will double its capacity, as recently reported.\*

Fitzgerald—Cannery and Pickling Plant.—It is proposed to organize a \$10,000 company to establish a cannery and pickling plant.

Gainesville—Electric-power Plants.—It is probable that two electric-power plants will be built for operation of railways now organizing. Address C. E. King and Samuel C. Dunlap.

Helena—Barrel Factory.—Mr. Lynch will, it is stated, start a barrel factory.

Jockey—Saw Mill.—McAfee King will erect a saw mill.\*

Macon—Gas and Water Plants.—The Macon Gas Light & Water Co., now in receiver's hands, will shortly reorganize, and intends to make extensive improvements to its plant this spring, as had been previously planned.

Savannah—Power-house, etc.—The Savannah Traction Co. has reorganized, with Herman Myers, president; J. H. Fall, vice-president, and T. G. Reid, secretary and treasurer. The new company will make extensive improvements by the erection of a new power-house, etc. The amount of new stock is to be about \$50,000.

Valdosta—Turpentine Plants, etc.—W. S. West, of Valdosta, and John West, of Savannah, Ga., have purchased 13,000 acres of turpentine, timber and farm lands near Valdosta for about \$75,000. The new owners will develop the timber, erect lumber mills, manufacture turpentine, etc.

### KENTUCKY.

Ashland—Lumber Plant.—The R. H. Van Zant Lumber Co. has filed articles of incorporation.

Dayton—Manufacturing.—There is a movement afoot to lease and start a new industry in the works of the Standard Rope & Twine Co. Among those said to be interested is Dr. Gus Goetze.

Farmers—Saw Mills, etc.—A dispatch from Ashland, Ky., states that the Standard Oil Co. has secured 10,000 acres of timber land in the Licking valley near Farmers, and will erect a large saw mill and three stave mills at once to develop same. The amount paid for the property was \$40,000.

Frankfort—Ice Plant.—Suppinger & Suterlin will enlarge their ice plant.

Henderson—Tobacco Factory.—Gallaher & Co., of Dublin, Ireland, are reported as about to establish a factory in Henderson

for the manufacture of chewing and smoking tobacco and snuff.

Kentucky—Railroad Bridges.—The United States House of Representatives has passed a bill which provides for the construction of railroad bridges in Kentucky. One bridge is to be across the Cumberland river near Rockcastle, one across the same river near Burksville, and one across the Tennessee river near Pine Bluff. They are all to be pivot bridges, with spans not less than 175 feet on each side of the draw, etc.

Lancaster—Electric-light Plant.—The city council at a recent meeting decided to light the city by electricity, provided satisfactory arrangements could be made for the erection of a plant. Address the mayor.

Louisville—Bridge.—The county will construct a bridge at Oak street in the future. Address the board of public works.

Louisville—Clothing Factory.—Frank Bray and associates have bought the interest of Thos. J. Landrum in the Bray & Landrum clothing factory, and will continue the operation of same.

Louisville—Clothing Factory.—Thos. J. Landrum will establish a clothing factory, as stated last week.

Maysville—Ice and Cold-storage Plant.—Pearce & Foster, ice manufacturers, will erect a new plant, together with cold-storage addition; twenty tons daily capacity machine to be put in.

Newport—Coal Company.—The Pittsburg & Kanawha Coal Co. has filed articles of incorporation.

### LOUISIANA.

Amite City—Bridge.—The police jury has ordered the construction of a steel bridge. Address A. R. Lewis, clerk, Amite City.\*

Jeanerette—Electric-light Plant.—The erection of an electric-light plant is proposed. It is possible that A. D. Foster can give information.

New Orleans—Fibre Plants.—The Douglas Fibre Co., Limited, reported last week as incorporated, intends to establish plants for cleaning and otherwise treating ramie fibre, etc. Particulars can be obtained by addressing Elliott W. Douglas, president, 637 Carondelet street.

Plaquemine—Moss Factory.—John D. Thielman will rebuild his moss factory.\*

### MARYLAND.

Baltimore—Mining Company.—The Pender Mining Co. has been incorporated by Reuben W. Drew, of Baltimore; Henry C. Chipman, Orlando E. Robinson, James M. Barron and Walter H. Buoy, of Baltimore county, with a capital stock of \$150,000, for mining purposes.

Baltimore—Machine Works.—Lawrason Riggs, Charles E. Riemann, Allan McLane, Yates Pennington and Alfred R. Riggs have incorporated the Burt Labeling Machine Co., with a capital stock of \$100,000, to deal in machinery.

Baltimore—Publishing Company.—The Public Spirit Publishing Co. has been incorporated, with capital of \$3000, by Jas. M. Warwick and others.

Baltimore—Furniture Factory.—Bagby & Rivers state that their factory proper was but slightly damaged by the fire reported. Some of the planing-mill machinery was badly injured, but will be reconstructed, and operations will be resumed shortly.\*

Baltimore—Ice Plants.—Chas. T. Westcott, of Chestertown, Md., and E. P. Merryman, of Baltimore, have commenced reconstructing the Frederick road flour-mill buildings for their ice factory, previously announced.

Cambridge—Manufacturing Plant.—A movement is on foot for the erection of a manufacturing plant.

Frederick—Cold-storage Plant.—The Hygeia Ice Co. will build a cold-storage warehouse.

Sabillasville—Kaolin Beds.—L. I. Brown has found valuable kaolin beds on his property, and may develop same.

Taneytown—Flour Mills, etc.—Zollicoffer & Bro. may rebuild their flour mills recently burned, but will not do so before April.

Taneytown—Water Works.—The citizens are agitating the water-works question. The last legislature authorized \$12,000 bonds for a system, but the amount was declared \$4000 short by an engineer. Dr. C. Birnie is interested in the present movement.



Washington, D. C.—Oil Tanks.—The Standard Oil Co., by its agent, R. C. Bauman, has permit to erect a \$4000 oil tank.

#### MISSISSIPPI.

Bay St. Louis—Water Works.—Charles Sanger will replace the present six-inch cast-iron pipes with two-inch wrought-iron pipes.

Greenwood—Bridge.—A movement is on foot for the construction of a bridge across the Yazoo river at Greenwood. A committee of citizens will confer with the board of supervisors relative to issuing \$20,000 bonds to pay for the structure. Address the Secretary Board of County Supervisors.

Meridian—Street Improvements.—The city contemplates the expenditure of \$50,000 for street improvements. Address the mayor.

Scranton—Electric-light Plant and Water Works.—The town council contemplates the construction of water-works and electric-light plants. Correspondence from contractors is invited. Address J. D. Clark.\*

#### MISSOURI.

Doniphan—Mercantile.—The Pearce & Lee Mercantile Co. has been incorporated, with a capital stock of \$15,000, by W. A. Pearce and others.

Hamburg—Mercantile.—H. J. Selb and others have incorporated the H. J. Selb Grocery Co., with capital of \$4000.

Joplin—Lead Mines.—T. J. McNeal is endeavoring to organize a company to develop lead mines and zinc mines in Saline county.

Joplin—Mining Company.—The Horseshoe Mining Co. has been incorporated, with a capital stock of \$8000, by W. H. Pickett and others.

Kansas City—Buggy Company.—The Columbus Buggy Co. has been incorporated, with a capital stock of \$20,000, by C. H. Holmes and others.

Kansas City—Ice Plant, etc.—The Standard Ice & Coal Co. has been incorporated, with capital of \$15,000, by G. D. Manville and others.

Kansas City—Crematory.—The erection of a crematory is talked of. Dr. C. C. Bingham is interested.

Kansas City—Bridge, etc.—Theodore C. Bates, Worcester, Mass., president of the Kansas City & Northern Railway Co., announces that he intends to complete the railroad bridge known as the Winner. A new union depot will be built also.

Kansas City—Stock Company.—The Basse Live Stock Commission Co. has been incorporated, with a capital of \$250,000.

Kearney—Fuel Company.—The Interstate Fuel & Light Co. has been incorporated, with a capital stock of \$25,000, by A. L. Norfleet, T. H. Waggy, F. M. Crowley and others.

Philadelphia—Creamery.—The Philadelphia Butter & Cheese Co. has been incorporated, with capital stock of \$4650, by R. N. Sharp, J. M. Morris, L. W. Preston and others.

Rolla—Electric Plant.—Henry Bedlow, A. S. Long and M. A. Shawan have incorporated the Rolla Electric Light & Power Co., with a capital stock of \$3500.

St. Joseph—Nail Works.—The St. Joseph Nail Mills will be put in operation by Chas. Tell, of Kansas City, Mo. The plant has been idle for several years.

St. Louis—Lumber Company.—The Koeber-Buder Lumber Co. has been incorporated, with a capital stock of \$50,000, by G. A. Buder and others.

St. Louis—Lumber Company.—The Little-Barrowman Lumber Co. has been incorporated, with a capital stock of \$50,000, by P. B. Little and others.

St. Louis—Paving Contracts.—The city will let contracts this year for extensive vitrified brick paving. A new company to compete with present bidders is talked of. Address the mayor regarding the city's paving.

St. Louis—Vitrified Brick Works.—A \$200,000 company is contemplated for the purpose of erecting a vitrified brick plant. Jno. G. Kaiser is interested.

St. Louis—Construction Company.—The Westlake Construction Co. has been incorporated, with a capital stock of \$10,000, by W. J. Westlake, O. J. Barwick and E. Morill.

St. Joseph—Packing Plant, etc.—Swift & Co., of Chicago, Ill., have, it is stated, purchased the entire property, including stockyards, the townsite of St. George and the plant of the St. Joseph Stock-Yards Co., at St. Joseph, for \$400,000. The new purchasers propose to erect an extensive packing plant in this city.

St. Louis—Vehicle Factory.—Louis Langan,

3418 Bell avenue, will organize a company to establish a factory for the manufacture of motor cycles or horseless vehicles. The plant will cost, it is reported, about \$50,000.

Webster Groves—Electric-light Plant.—The erection of an electric-light plant is talked of, to cost \$20,000. Address the mayor.

#### NORTH CAROLINA.

Charlotte—Manufacturing.—G. C. Hicks, of Norfolk, Va. (227 East Main street), contemplates establishing a \$50,000 plant in Charlotte.

Charlotte—Carriage Factory.—E. H. Sherer and Frank K. Smith, of Atlanta, Ga., are investigating with a view of establishing a carriage factory in Charlotte.

Durham—Ice Plant.—A company has been formed to manufacture ice. Melvin Jeffrey is president; S. R. Carrington, vice-president, and Lee H. Simmons, manager.

Elizabeth City—Dry-kilns.—The Elizabeth City Lumber Co. will rebuild its dry-kilns recently reported as burned.

Oxford—Electric-light Plant.—The erection of an electric-light plant is talked of.

Salisbury—Knitting Mills.—The Salisbury Knitting Mills will put in new machinery in the near future.

Wilson—Cigar Factory.—J. G. Rawls will establish a cigar factory.

#### SOUTH CAROLINA.

Anderson—Soap Factory.—The Anderson Mattress Co. has established a soap factory with a daily capacity of 1000 pounds.

Belton—Mercantile.—The Campbell-Addison Co. has been incorporated, with capital of \$5000.

Charleston—Mercantile.—The C. D. Gartleman Co. has been incorporated by C. D. Gartleman and T. B. McSwiney.

Charleston—Drug Company.—The Carolina Drug Co. has been incorporated, with a capital stock of \$1200, by J. G. Going and S. S. Linder.

Charleston—Land Company.—The Palmetto Land Co. has been incorporated by R. H. Anderson and others.

Clinton—Cotton Mill.—The Clinton Cotton Mills has filed notice of increase in its capital stock from \$50,000 to \$100,000.

#### TENNESSEE.

Chattanooga—Gas Plant.—A movement is on foot for the organization of a company to erect another gas plant.

Chattanooga—Bridge.—The county commissioners, Beene and Wallace, contemplate the construction of a \$2000 bridge.

Chattanooga—Roofing Factory.—The Chattanooga Steel Roofing Co. will erect an addition to its factory, as reported last week. New machinery will be added in the future.

Chattanooga—Bottling Works.—The Chattanooga Bottling Works has been incorporated by George Henry and others.

Chattanooga—Coffin Factory.—Mr. Ziegler, late of Knoxville; M. Richie and G. W. Myers, of Chattanooga, Tenn., have formed a partnership to engage in the manufacture of coffins from paper by a process invented by Mr. Richie. A \$50,000 plant will be erected, it is reported, to employ fifty to 100 men.

Chattanooga—Printing Works.—The Crandall-Bradt Printing Co. has been incorporated by W. I. Crandall and others.

Clarksville—Water Works.—The city contemplates the issuance of \$20,000 in bonds for the construction of water works, and is petitioning the legislature for permission. Address the mayor.

Clinton—Street Improvements.—The city contemplates the improving of its streets. Bonds for \$15,000 may be issued. Address the mayor.

Coco Creek (not a postoffice)—Gold Mines.—The Coco Creek Gold Mining Co., reported last week as incorporated, will develop mines at Coco Creek, Mineral county, Tenn. W. B. McMullen is president; W. B. Henderson, secretary, and D. D. Nicholas, manager. For particulars address the latter-named officer at Knoxville.

Harriman—Steam Laundry.—The Harriman Steam Laundry will put in a 100-shirt washing machine, a new collar machine and make other extensive improvements.

Jackson—Cigar Factory.—Walter S. Elgin, of Hopkinsville, Ky., will establish cigar factory in Jackson.

Knoxville—Excelsior Factory.—J. D. Burke is erecting a plant in West Knoxville for the manufacture of excelsior.

Knoxville—Renovating Establishment.—C. L. Baker will establish a carpet-renovating plant.

Knoxville—Knitting Mills.—The Knoxville Knitting Mills will put in new machinery to double the capacity of its mills; also double the amount of its capital stock.

Knoxville—Telephone System.—The East Tennessee Telephone Co. is progressing with the \$10,000 improvements and extensions of its system.

Knoxville—Gold Mining.—D. D. Milham, R. H. Gentry, E. L. Parker, W. B. McMullen and W. B. Henderson have incorporated the Coco Gold Mining Co. for gold mining, etc.

La Follette—Coal and Iron Company.—A charter has been granted to the Cumberland Coal & Iron Co., of Campbell county. The incorporators are A. A. Glasier, Harvey M. La Follette, F. W. Rogers and others.

Louisville—Manganese Mines.—A report states that T. A. and J. B. Cox will develop the manganese mines on the property of Mrs. Anna M. Cox.

McMinnville—Water Works.—The legislature has authorized the city to contract for the construction of water works. Address the mayor.

Memphis.—C. C. James, J. W. Vernon and others have incorporated the Tri-Elixiria Remedy Co.

Riverdale—Telephone Lines.—The People's Telephone Co. will construct telephone lines from Riverdale to Sevierville.

#### TEXAS.

Brenham—Furniture Factory.—The Brenham Manufacturing Co. has been organized by Heber Stone and J. W. Maddox, with the latter as manager. The Stone furniture factory will be improved, new machinery added and operations continued.

De Leon.—The Gorman-Streety-Anderson Co. has been incorporated, with a capital stock of \$40,000, by J. W. Gorman and others.

Ennis—Oil Mill.—The National Oil Co., of New York, is making arrangements for the erection of a large oil mill in Ennis. For information address J. N. Allison, superintendent of the company, at Houston.

Fort Stockton—Cotton Gin.—Rooney Bros. are preparing for the erection of a cotton gin.

Fort Worth—Machinery Company.—The Miller-Stone Machinery Co. has been incorporated, with capital stock of \$20,000, by A. W. Smith, Lee Stone and Wm. H. Miller.

Galveston—Bagging Factory.—The Galveston Bagging & Cordage Co. has doubled its capacity; 400 hands will be employed.

Georgetown—Flour Mill.—J. F. Townes has closed contract for a complete roller flour mill, with a capacity of sixty barrels per day.

Georgetown—Ice Plant.—Henry Hunt, of San Antonio, has purchased the ice plant of L. W. Glasscock at Georgetown, which he will improve and operate.

Knoxville—Ice Factory.—The Knoxville Ice Co. is making extensive improvements to its ice factory.

League City—Cotton Gin and Broom Factory.—A cotton gin will be erected and a broom factory established.

Orange—Lumber Company.—The Bancroft Lumber Co. has been incorporated, with a capital stock of \$100,000, by A. J. Bancroft and others.

Orange—Lumber Company.—The Bancroft Lumber Co. has been incorporated, with a capital stock of \$100,000, for the purpose of manufacturing lumber, shingles, etc.; incorporators, Arthur T. Bancroft, Eugene W. Bancroft and George W. Bancroft.

Ranger—Water Works.—The proposed water company charters, with \$3000 capital. A reservoir of 60,000,000 gallons capacity is being constructed. All machinery purchased, but some pipe may be needed later on; W. C. Moore, secretary.\*

San Angelo—Milling Company.—The San Angelo Milling Co. has been incorporated, with capital stock of \$5000, by J. L. Millsbaugh, J. W. Johnson, Jno. P. Lee, Jno. R. Norsworthy and S. L. S. Smith.

Seguin—Cotton-oil Mill.—The Board of Trade is arranging for the erection of a 60-ton cottonseed-oil mill. J. M. Blanks, Jesse Le Gette and Ben Terrell are a committee to push the enterprise.

Shiner—Cotton Gin.—Vrazel & Fehrenkamp will build a cotton gin.

Somerville (not a postoffice)—Creosote Plant.—Edw. E. Ayers, of Chicago, Ill., has arranged with P. T. Downs, of Galveston, Texas, superintendent of the Gulf, Colorado & Santa Fe Railroad, for the erection of a large creosote plant on the line of the railway mentioned at Somerville. It is said that the plant will cost \$150,000.

Taylor—Machine Shops.—The shops of the International & Great Northern Railroad

have resumed operations after an idleness of fourteen months. Thirty-six men are at work.

Taylor—Ice Plant.—The Taylor Water & Ice Co. has let contract to T. J. Kelly for extensive improvements to its ice plant. A new brick building will be erected, a new 150 horse-power boiler put in and ice machinery, etc.

Velasco—Woodworking Plant.—The City Club is making an effort to locate a \$20,000 plant for the manufacture of barrels, cooperage stock, etc.

Velasco—Soap Factory.—The City Club has made a proposition for the location of a soap factory.

Velasco—Oil Refinery.—The Velasco Oil Co. contemplates the erection of a refinery to handle the product of other mills as well as that of its own.

Waxahachie—Cotton Compress.—The Waxahachie Compress Co. will consider a proposition from Robert D. Webb to put in a new compress.

#### VIRGINIA.

Alexandria—Bureau.—The National Information Bureau has been incorporated, with Oliver C. Sabin, of Washington, D. C., as president. Purpose, to furnish letters to newspapers, etc.

Buena Vista—Manganese Mines.—The Eureka Mining Co. has been organized by Jas. J. Christie, David Davis and F. B. Christie to develop manganese and other ore mines. The company desires names of furnaces ready to buy ores; also names of companies that mill manganese.

Columbia—Water-power, etc.—It is proposed to improve the Rivanna river for navigation. It is also contemplated to induce the national government to expend \$50,000 to improve the Rivanna river, opening up the stream to Charlotte. Water-power would be developed and donated to manufacturing. A. J. Taylor can be addressed for information.

Emporia—Knitting Mills.—Norfolk capitalists are negotiating for a site on which to erect a knitting mill. Samuel Goodwyn, of Emporia, is said to be interested.

Emporia—Knitting Mill.—It is reported that a knitting mill will be built by Northern capitalists.

Fleetwood—Silk Mills.—The erection of a silk mill is said to be in progress.

Harrisonburg—Water Supply.—The town council has engaged N. Wilson Davos to make surveys for a new water supply for the city. Address the mayor.

Houston—Flour Mill.—Easley & Shafer have completed a flour mill, and expect to erect another and larger mill near South Boston.

Lexington—Ice Plant.—G. W. Offlighter & Co. have sold the Lexington ice plant to Davidson & Quisenberry.

Louisa—Gold Mines.—The Dominion Mining & Chemical Co. is opening a new gold mine near Louisa.

Louisa—Wagon Works, etc.—The erection of wagon works, cornmeal mill and chop mill is talked of.

Manchester—Paving Contracts.—The city will soon let contracts for paving Hull street. Address the mayor.

Norfolk—Laundry.—W. D. Roper, 352 Water street, contemplates the establishment of a steam laundry.\*

Pocahontas—Coal Lands.—George W. Palmer, of Saltville, Va., is negotiating the sale of coal lands near Pocahontas.

Richmond—Clothing Factory.—A movement is on foot for the establishment of a large clothing factory. Ambrose Timberlake, of Buena Vista, is interested.

Richmond—Shoe Company.—The J. A. Grigg Shoe Co. has been incorporated, with J. A. Grigg, president; S. Carter Weisiger, vice-president, for the purpose of dealing in boots and shoes. The capital stock is \$25,000.

South Boston—Flour Mill.—Easley & Shafer, of Houston, Va., will build a flour mill near South Boston.

Suffolk—Weaving Plant.—J. Elliott Riggs, of New Castle, Del., has addressed the mayor of Suffolk, making a proposition for the establishment of a weaving mill. A \$25,000 plant is offered for removal to Suffolk.

Unionville—Gold Mines.—The Millview Gold Mining Co. has been incorporated, with a capital stock of \$500,000, for the purpose of developing at once a gold mine on the property of Mrs. C. Stewart, in Orange county. F. Douglas Heckman is president of the company; E. C. Rosenz, vice-president; A. L. A. Toboit, treasurer; E. R. Yarnal, secretary, and Frank Rorer, director. The directors of this company are said to be of Philadelphia, Pa.



## WEST VIRGINIA.

Berkeley Springs—Cement Works.—It is reported that James Elverson, of Philadelphia, and other capitalists will build a cement plant on land owned by Mrs. Rose Bowles, opposite Berkeley Springs.

Berkeley Springs—Improvements, Hotel, etc.—Baltimore and Washington parties have purchased the Berkeley Springs property and intend to develop same, establishing watering place, erecting \$150,000 hotel, etc. John E. Herrell, of Washington, D. C., represented the purchasers in the transaction.

Charleston—Bridge.—A bill has been introduced in the legislature to authorize Kanawha County Court to issue bonds for the construction or purchase of a bridge across the Kanawha river. Address the county court.

Charlestown—Flour Mill and Grain Elevator.—The Jefferson Milling Co., recently incorporated, has organized, with Andrew Bowling, president; W. Kivlighan, vice-president; G. N. Horn, secretary, treasurer and general manager. This company has now in course of erection a large steam flouring mill and grain elevator, which will cost \$15,000.

Grafton—Glass Works.—Negotiations are under way for the establishment of a glass works.

Grafton—Ice Plant.—Robert Kennedy, O. P. Strob, Edw. De Hart and others will build a big ice plant.

Grafton—Saw Mill.—Shackelford, Litzinger & Co. have commenced the erection of their proposed big lumber plant.

Hernshaw—Coke Ovens.—The Lens Creek Coal & Coke Co. writes us that the recent report published as to its building seventy coke ovens is untrue. The company has no idea of building ovens at this time, but may do so later on.

Racine—Oil and Gas Company.—E. H. Cox and others, of Corning, Ohio, have incorporated the Fidelity Oil Co., with a capital stock of \$15,000.

Sistersville—Glass Plant.—Washington (Pa.) parties have been investigating at Sistersville with a view of constructing a glass plant to employ 150 hands.

Williamstown—Bridge, etc.—The Marietta & Williamstown Bridge Co., of Marietta, Ohio, has obtained franchise for the construction of a combined railroad, electric railroad and highway bridge across the Ohio river between Williamstown and Marietta.

## BURNED.

Baltimore, Md.—The furniture factory and warehouse of Bagby & Rivers; loss \$100,000.

Cambridge, Md.—Chas. G. Drain's steam laundry; loss \$500.

Fernandina, Fla.—The Cumberland Sound Packing Co.'s cannery, etc.

Helena, Ga.—Planing mill of C. W. Ault.

Marriottsville, Md.—Grist and saw mill of Wm. Davis; loss \$500.

Mobile, Ala.—The Yellow Pine Lumber Co.'s box factory; loss \$2500.

Mobile, Ala.—The Yellow Pine Lumber Co.'s dry-kilns; loss \$2500.

Ocean Springs, Miss.—The Ocean Springs Lumber Co.'s dry-kilns and some lumber; loss \$3000.

Vicksburg, Miss.—The Vicksburg Box Factory; loss \$10,000.

## BUILDING NOTES.

Asheville, N. C.—Hotel.—It is said that a hotel will be built.

Atlanta, Ga.—Sanitarium.—Drs. W. S. Elkin and H. P. Cooper will build a sanitarium. Structure as shown by plans is four stories high, of fifty-two rooms, with all modern equipments; architect, Godfrey L. Norman.

Atlanta, Ga.—Theatre, etc.—The Exposition Park Co. will construct a theatre, build grandstands, etc.

Atlanta, Ga.—Dwellings.—The American Investment & Surety Co., of Washington, D. C., through its agent, L. B. Whatley, of Atlanta, Ga., has bought a tract of land near Atlanta, which will be developed as a suburban residence site, and a number of dwellings will be erected.

Augusta, Ga.—Opera-house.—There is some talk of the erection of an opera-house.

Baltimore, Md.—Dwellings.—Charles L. Boone, representing capitalists, will arrange for the erection of forty three-story dwellings.

Baltimore, Md.—Clubhouse.—The Green Spring Valley Hunt Club announced last

summer that it would erect a new clubhouse, \$10,000 having been raised for that purpose. The club is now investigating with a view to locating site.

Berkeley Springs, W. Va.—Hotel.—Baltimore and Washington capitalists will build a \$150,000 hotel at Berkeley Springs. John E. Herrell, president of the Capital City Bank, Washington, D. C., can give information as to the parties interested.

Brunswick, Ga.—Opera-house.—The erection of an opera-house to cost \$18,000 is talked of. M. A. Baker is interested, and B. Hunt, of Chattanooga, has made plans.

Brunswick, Md.—Hotel.—J. L. Elgin, of Darnestown, will build a hotel at Brunswick, as reported last week; contract let to J. P. Karn & Bros., of Brunswick, at \$3115.

Charleston, S. C.—City Hall.—The city council will arrange for the construction of a city hall building to cost probably \$60,000. Address the mayor.

Chattanooga, Tenn.—Coliseum Building.—S. M. Patton is preparing plans for a coliseum and bicycle track to cost \$5000.

El Paso, Texas—Business Block.—B. F. Hammett is preparing plans for the erection of a three-story business block.

Forest Glen (P. O. at Abbeville), Ga.—Hotel.—D. Z. Penny, late of Grand Rapids, Mich., will build a hotel.

Galveston, Texas—Hotel.—Suggestions have been made that a big hotel for tourists be built in or near Galveston. It is suggested also that Joseph Leiter, of Chicago, can be interested in such an enterprise.

Galveston, Texas—Depot.—The Gulf, Colorado & Santa Fe Railroad has awarded contract to the Texas Construction Co., of Fort Worth, for the erection of the depot previously noted; to cost \$100,000.

Grafton, W. Va.—Depot.—The Baltimore & Ohio Railroad Co. (W. M. Greene, general manager, Baltimore, Md.) will soon build the new depot, enlarge freight-yards, train sheds, etc., at Grafton.

Houston, Texas—Club Building.—Louis Thiel has plans for a three-story 60x160-foot building for the Saengerbund Club.

Houston, Texas.—A large building 100x100 feet will shortly be erected, to be occupied by the Texas Newspaper Union and the Scarff & O'Connor Co. Plans have been prepared.

Jackson, Miss.—Churches.—Weathers & Weathers, of Memphis, Tenn., will prepare plans for a cathedral for the Catholic church, and one for the Episcopal church at Jackson.

Kansas City, Mo.—Depot.—Theodore C. Bates, president of the Kansas City & Northern Railway Co., Worcester, Mass., will build a union depot at Kansas City.

Knoxville, Tenn.—Store.—Cal Johnson will build a three-story brick store building.

Nashville, Tenn.—Depot.—The Nashville Street Railway Co. will build a depot 50x100 feet in size.

New Orleans, La.—Dwellings.—Permits issued for erection of \$2500 dwelling by F. Danneman; \$1000 dwelling by Isadore Tossa; \$3268 dwelling by Jos. McCarron; \$1500 dwelling by Miss E. Daugherty.

New Orleans, La.—Warehouses.—The Illinois Central Railroad will build warehouses at the Stuyvesant docks; J. T. Harahan, general manager, Chicago.

Newport News, Va.—Stores, etc.—Winston & Co. invite bids for the erection of a three-story brick structure for stores and six two-story frame dwellings; will open bids January 19; plans at office of P. T. Marye, architect, Braxton Building.

Seabrook, Texas—Hotel.—It is said that negotiations are almost closed for the erection of a hotel of seventy-two rooms.

Selmer, Tenn.—Schools.—The city will build schools. Address the mayor.

St. Albans, W. Va.—School Buildings.—The board of education will issue bonds for the erection of buildings.

St. Louis, Mo.—Depot.—The North St. Louis Improvement Association is endeavoring to secure the erection of a depot to cost about \$100,000. The railroad or a company to be formed will build the structure. A. H. St. Clair, secretary of association, can be addressed.

St. Louis, Mo.—Stix, Baer & Fuller are remodeling their building; will put in four passenger elevators.

Valdosta, Ga.—Dwelling.—W. S. West will build a dwelling to cost about \$15,000.

Victoria, Texas—Store.—A. Goldman will build a two-story brick store.

Washington, D. C.—Dwellings.—Sidney Hunt will build a \$7000 block of four brick dwellings, after plans by Geo. S. Cooper; Jno. G. Harris, contractor, will erect a \$16,000 church; R. E. Middaugh will erect three

dwellings to cost \$10,000; Senator John Sherman will build nine two-story dwellings to cost \$20,000, after plans by T. F. Schneider.

Washington, D. C.—Apartment-house.—Albert Cary has bought a 55x150 tract of land, on which a big apartment-house will be built.

Wedowee, Ala.—Courthouse.—The county will build a new courthouse after plans by Andrew J. Bryan & Co., of Atlanta, Ga. Bids will be opened January 28. Address probate judge and county commissioners.

Wheeling, W. Va.—Flats, etc.—Frank Work will build a store and flats building after plans by Architect Hamilton; structure to be three stories, of brick, to cost \$10,000.

Yoakum, Texas—Depot.—The San Antonio & Aransas Pass Railroad will build an \$8000 depot at Yoakum; M. D. Monserrate, manager, San Antonio.

## RAILROAD CONSTRUCTION.

## Railways.

Atlanta, Ga.—The Atlanta, Knoxville & Northern Company, it is stated, will relay forty miles of its road at once with steel rails recently purchased. E. C. Spaulding, of Atlanta, is vice-president.

Blacksburg, S. C.—It is again reported that the Ohio River & Charleston has decided to construct its proposed branch from Blacksburg to Gaffney City at once. It is announced that the company has determined to issue \$600,000 in bonds to construct this and other branches. Samuel Hunt, at Cincinnati, is president of the company.

Charleston, S. C.—It is reported that the Charleston & Macon Company may build its line by way of Augusta, connecting with the Augusta Southern road. Surveys are being made from the terminus of the Charleston route to the Savannah river. A. W. Swantz, care of Davis & Co., Wall street, New York, may be addressed.

Chattanooga, Tenn.—It is reported that the Chattanooga, Rome & Columbus will be extended to Columbus from its terminus, Carrollton, Ga., by its present owners, who are represented by Simon Borg & Co., of New York. The distance is about seventy-five miles.

Chester, S. C.—It is reported that the Chester & Lenoir has commenced work on its branch from Newton to Hickory, N. C., which is to be ten miles long. G. W. F. Harper may be addressed at Chester.

Covington, Miss.—The Covington & Mississippi River Railroad Co. has been formed to build a road from Covington to the Mississippi river at a point in Lauderdale county.

Fredericksburg, Va.—The Virginia, Fredericksburg & Western has elected Hon. Charles H. Gibson, of Easton, Md., president, and the following directors: Charles H. Gibson, William A. Little, Jr., John V. Giles, William A. Jones, F. L. Rodgers, William C. Haight, Elmore D. Alvord, Lloyd T. Smith, Edwin B. Alvord and S. H. Leshynsky. It is reported that arrangements are being made to begin work on this line, which is to extend from a point on Chesapeake bay across the State into West Virginia.

Knoxville, Tenn.—It is stated that surveyors of the Norfolk & Western have laid out a right of way from a point on the Morristown & Cumberland Gap road to Knoxville. J. H. Sands, at Roanoke, Va., is manager.

Lake Charles, La.—The Kansas City, Watkins & Gulf Company, it is stated, has decided to build a belt line in the suburbs and has asked for right of way. J. B. Watkins may be addressed.

Macon, Ga.—It is reported that the Georgia Southern & Florida may be extended from Valdosta or some point near this town to Jacksonville, Fla. The distance is about 100 miles. William Checkley Shaw, at Baltimore, is president of the company. [Baltimore parties interested in the road do not believe the report is true.—Ed.]

Montgomery, Ala.—It is stated that the Mobile & Ohio will immediately begin the construction of the branch from Montgomery to Columbus, Miss. Four large bridges will probably be needed in addition to several smaller ones. The estimated cost of constructing the branch will be \$4,000,000. J. W. Woolfolk, of Montgomery, is representing the Mobile & Ohio in the enterprise.

Monterey, Tenn.—It is reported that the Nashville & Knoxville will build a branch twelve miles long to the coal deposits in Overton county. A. J. Crawford, of Terre Haute, Ind., is general manager.

Parkersburg, W. Va.—A franchise has been granted to the company which pro-

poses to build an electric line from Marietta, Ohio, to Parkersburg, including a bridge across the Ohio river. The company is called the Marietta & Williamstown Bridge Co. William C. Jutte and C. Cramer, of Marietta, are interested.

Rockland, Texas.—F. A. Hyatt, J. P. Armstrong and others are planning to build a tramroad five miles long. They have formed a company, with \$20,000 capital.

Wheeling, W. Va.—The Pittsburg, Connellsville & Wheeling Company, which intends building a line between Pittsburg and Wheeling, has elected Alexander P. Funk, of New York, president; Jonathan Barrett, chief engineer, and C. A. Smith, Easton, Pa.; H. A. Douglas, West Newton, Pa.; R. L. Martin and John Blythe, Pittsburg, as directors. The line is to be constructed from a point on the Monongahela river near Millsboro, Pa., where it will connect with the Pennsylvania system, along Ten-mile creek and Wheeling creek valleys to Wheeling. The distance is about fifty miles.

Winchester, Tenn.—It is reported that the Gurley & Paint Rock road may be completed from Gurley to Winchester. The roadbed is partly graded.

## Street Railways.

Asheville, N. C.—A bill has been introduced in the legislature incorporating the Asheville & Biltmore Street Railway Co.

Baltimore, Md.—The Baltimore Traction Co., W. A. House, president, contemplates building several additions in the southwestern part of the city.

Baltimore, Md.—The City & Suburban Railway Co. is considering an extension of its lines in the western part of the city, from Mount street to North avenue. Nelson Perin is president.

Charleston, S. C.—The Charleston Street Railway Co., which is building the trolley line in the city, expects to have a portion of it in operation in February. Several miles have been completed. J. S. Lawrence may be addressed.

## Machinery, Proposals and Supplies Wanted.

**Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.**

Belting.—Bagby & Rivers, Baltimore, Md., will probably need a lot of belting.

Boiler.—John D. Thielman, Plaquemine, La., will need a twenty horse-power stationary boiler complete, with stack, grates, etc.

Boiler and Engine.—J. W. Setze and J. M. Arndt, Claremont, N. C., will want boiler and engine soon.

Boiler and Engine.—McAfee King, Jockey, Ga., will want a twelve horse-power engine and sixteen horse-power boiler.

Bridge.—Bids will be received prior to March 1 for the construction of a steel bridge across the Tangipahoa river. Address A. R. Lewis, clerk to police jury, Amite City, La.

Cannery.—J. E. Colvin & Co., Francis, Fla., wants estimates and information on cannery.

Cannery.—Charles Lepvraz, Box 445, Palatka, Fla., wants full information regarding cannery, cost of outfit, etc.

Cotton-mill Machinery.—See "Rope Machinery."

Electric-light Plant.—Correspondence is invited from contractors for erection of electric-light plants. Address J. D. Clark, Scranton, Miss.

Electric-light Plant.—The Demopolis Electric Light & Power Co., Demopolis, Ala., F. E. Semon, manager, will buy electric-light plant of twenty-five arc lights and 600 incandescent (alternator) lights.

Electric Motor.—C. B. Hopkins, 316 West Franklin street, Baltimore, Md., wants an electric motor, three or four horse-power.

Fire Apparatus.—The city of Augusta, Ga., will expend \$50,000 during 1897 for fire apparatus, such as hose, hose wagon, etc. Address the mayor.

Hoisting Engines.—Watkins & Hardaway,



Birmingham, Ala., will be in the market for two double drum hoisting engines, ten to twenty horse-power; second-hand preferred if in good condition.

Gasoline Engine.—See "Pumping Machinery."

Ice and Cold-storage Plant.—The Crystal Ice Co., Grafton, W. Va., will buy a 15-ton ice plant and cold-storage plant, with boiler and pumps complete.

Ice-plant Equipment.—The Cordele Ice Co., Cordele, Ga., will need tanks, cans, etc., supplies for ice plant.

Iron Piazza.—Bids will be opened February 4 for construction of three-story iron piazza to barracks building. Address M. F. Harmon, Fort Barracas, Fla.

Laundry Equipment.—W. D. Roper, 352 Water street, Norfolk, Va., wants estimates on steam laundry plant complete (about \$2000 to \$3000).

Laundry Machinery.—The Southern Iron Works, Owensboro, Ky., wants prices on laundry machinery. A second-hand mangle also is wanted.

Machine Tools.—The Ellicott Machine Co., Baltimore, Md., wants prices on power hammers, both steam and belt.

Machine Tools.—The Reinicke Coal Co., Madisonville, Ky., wants prices on power hammers.

Mining Machinery.—The Reinicke Coal Co., Madisonville, Ky., wants price on power hammers.

Motor.—T. M. Michaels, Knoxville, Tenn., wants to obtain bids on a thirty horse-power motor.

Pipe.—Water company at Ranger, Texas, may need, later on, about 4000 to 5000 feet of eight-inch pipe. Address W. C. Moore, secretary.

Pumping Machinery.—C. F. Krager, Arkansas City, Ark., wants pumping machinery for water works. A gasoline engine and pump is desired.

Railway Equipment.—Box 275, Eufaula, Ala., wants prices on 4000 feet (lineal) of light T rails, new or good second-hand.

Roofing-works Supplies.—The New Orleans Roofing and Metal Works, New Orleans, La., is in the market for a 10-foot cornice brake and a 30-foot extension ladder; oak and hickory preferred.

Rope Machinery.—A. D. Cox, Aberdeen, Miss., wants to buy machinery for manufacturing rope.

Saw Mill.—McAfee King, Jockey, Ga., will buy a saw-mill outfit, with engine and boiler.

Steam-power Machinery (for boat).—The Farmers' Supply Co., Macon, Ga., wants steamboat machinery for wheel boat 12x65 feet hull; second-hand machinery preferred.

Tanks.—Wanted, gasoline tanks of five to eight barrels capacity. Give description and price to Z 549, Sun Office, Baltimore, Md.

Telephone Instruments.—Charles Torbert, Oneonta, Ala., wants to buy instruments and other equipment for telephone system.

Water Works.—Contractors for water works are invited to correspond with J. D. Clark, Scranton, Miss.

Woodworking Machinery.—T. M. Michaels, Knoxville, Tenn., wants a good second-hand flooring machine.

Woodworking Machinery.—Bagby & Rivers, Baltimore, Md., will probably need a new planer, saws, hangers, pulleys, etc.

Woolen-mill Machinery.—G. W. Jamison, Honaker, Va., will want to buy woolen-mill machinery.

## TRADE NOTES.

Messrs. I. B. Williams & Sons, Dover, N. H., manufacturers of oak-tanned leather belting, have established a branch house at Greensboro, N. C., with Mr. E. B. Davidson as resident manager.

The Hutchings Hardware Co. and the firm of Edwards & Talmadge at San Marcos, Texas, have been dissolved. A new corporation, the San Marcos Mercantile Co., has been organized by some of the members of the above concerns.

The Davis & Egan Machine Tool Co., of Cincinnati, Ohio, has just secured the premises on Sixth street, extending from Egleston avenue to Lock street, which is just across the street from its present factory, and will immediately commence the erection of a fine warehouse at this location. The company expects to have this building completed within two months.

The broadening reputation of the "Success" and "McCormick" turbine wheels has greatly increased their sale. Wm. C. Whit-

ner & Co., Anderson, S. C., have become the Southern agents for these wheels, as well as the power-transmission machinery made by the manufacturer, the S. Morgan Smith Co., York, Pa. They are prepared to furnish estimates on application.

The American Road Machine Co., of Kennett Square, Pa., and the Aultman Co., of Canton, Ohio, have made an important change in the marketing of their improved road and street machinery, and announce that hereafter the entire output of the two concerns in machinery of this class will be sold by the Good Roads Machinery Co., with headquarters at Kennett Square, Pa.

Mr. F. Alexander Maddox is the new sales agent at New Orleans of the Fairbanks standard scales. This branch of the Fairbanks Company, headquarters Chicago, Ill., affords special facilities to a large patronage. As is well known, these scales have become a fixture as a standard of merit, and to specify a "Fairbanks" is a recognized way of getting a satisfactory machine.

The Electric Heat Alarm Co., of Boston, Mass., has just closed a contract for equipping a large coal packet for the City & Suburban Railway Co., of Baltimore. This installation will be put in under the supervision of Mr. Kellholtz, electrical engineer for the railway company. The equipment will consist of the regular thermostat, etc., and will be installed in galvanized-iron pipe. There will be 100 of these thermostats connected with a 100-point test board, and spontaneous combustion can thus be located at once. A few weeks ago the company furnished the thermostats for the battleship Iowa; also thermostats for gunboats 7, 8 and 9. These thermostats are used to denote spontaneous combustion on shipboard.

The saw mill of the American River Land & Lumber Co., which is located close to the power-house at Folsom, Cal., of the Folsom-Sacramento Power Transmission, was started successfully on the first of December, cutting 50,000 feet of lumber per day. The saw mill is the first in the country, and, indeed, in the world, which is being operated by electricity. The current is three-phase, taken from the power-house at Folsom, and the motors are all of the induction type, the installation having been made by the General Electric Co. The motors employed are one of seventy-five horse-power, one of fifty horse-power, both running at 720 volts; three of thirty horse-power and one of five horse-power, operating at 200 volts.

A serviceable and new lighthouse tender was launched from the works of Gas Engine & Power Co. and Charles L. Seabury & Co., Morris Heights, on the Harlem, last week. This tender is for the Charleston (S. C.) district. Dimensions are sixty-five feet over all, 10-foot beam, draft three and one-half feet. The officers' quarters are forward, consisting of large pilot-house or social hall; saloon following, with berths; lavatory next aft, while the crews' quarters, galley, etc., are all located aft. Engines are two twelve horse-power naphtha, and the speed is ten miles per hour. Copper sheathing metal is used on the bottom below the water line. This boat will make the trip to Charleston outside, under her own power, as soon as official trial trip has been made at the works of her builders.

An evidence of the confidence which is felt in the immediate development and advancement of business generally in the South upon the part of manufacturers is the efforts now being made by Northern concerns to cultivate this trade. The C. & C. Electric Co., of New York city, operating a large electrical manufacturing plant at Garwood, N. J., and one of the pioneer manufacturers of this country of electric motors, dynamos, etc., has opened an office in Atlanta, Ga., at 630 Equitable Building, of which Mr. Campbell Scott, formerly of Louisville, Ky., is manager. This office will be the headquarters of all the territory lying south of the Ohio and east of the Mississippi rivers. The C. & C. Company feels that the business conditions in the South now are such that it will be fully justified in maintaining this office by immediate returns in the shape of contracts for electric-lighting and power plants. The C. & C. Company manufactures a full line of dynamos, generators, switchboards, elevators, controllers, etc.

The following letter from the H. Mueller Manufacturing Co., Decatur, Ill., is self-explanatory: "It has come to our notice, through the columns of several trade journals, the result of a recent test of various

water-main tapping machines at the corporation yard in New York city some time during the month of November. The items further relate that said tests were given under the supervision of the commissioner of public works of the city of New York, invitations being sent to the leading tapping-machine manufacturers in the United States. Considering ourselves as a leading manufacturer of tapping machines, we, in justice to ourselves and friends, wish to state that no invitation to enter this competitive test ever reached our office, either directly or indirectly. The manufacturers of the winning machine in this contest are advertising the fact very liberally through the trade journals, and as this may reflect on the merits of other machines not invited to participate in the test, we candidly explain our situation in the matter. We are willing to back up the merits of our machine at any time in a competitive test."

The yachting season of 1897 is assuming some activity among the builders, and the following are a few of the recent sales of Gas Engine & Power Co. and Charles L. Seabury & Co.: Steam yacht Empress, sold through the down-town office to Mr. A. Schwarzmann, proprietor of Puck, and will be used between New York and Shelter Island, Mr. Schwarzmann having summer home at Manhasset. S. & W. M. Ballard, of New York, have purchased a 42-foot cabin naphtha launch, arranged as a cruiser, and equipped with a ten horse-power motor. This craft will be used in New York waters and vicinity. Wm. C. Savage, of New York, has also purchased a 38-foot cabin naphtha launch, fitted as a cruiser, and equipped with ten horse-power motor; this boat to be used in vicinity of New York. Mr. Wm. F. Burden, of Newport, R. I., has ordered a launch for service at Newport and Narragansett Bay. This boat is to be special model, very wide, and cockpits protected with melon-top hoods. Dimensions are thirty-one feet long by eight feet beam. Mr. Charles H. Chipley, of Philadelphia, is having a 25-foot, four horse-power open naphtha launch built.

## The Keating Bicycle.

In the continued multiplication of bicycle manufacturers there are a few makers whose machines easily hold the lead and cannot be dislodged from that position. Among these the Keating wheel is conspicuous. No other wheel has shown greater progress in improvement from year to year than the Keating. The manufacturers have from the beginning directed themselves especially to producing a wheel that should combine a minimum of weight with a maximum of strength, and every year has witnessed a reduction in weight without any impairment of strength.

The Keating has some noteworthy special features. One of these is the construction of the centre frame tube. To quote from the company's catalogue:

"A very interesting portion of the Keating bicycle is the peculiar frame. Peculiar because there is not another frame like it made by any manufacturer in the world. Peculiar because of its wonderful strength. Peculiar because it is the only frame built by any manufacturer that has not been changed in its general lines, owing to its structural strength, for years. When this frame was first used on the Keating we claimed it was '365 days ahead of them all.' It is proved, however, that it was several times '365 days ahead of them all,' as no manufacturer has since been able to produce so light a frame embodying such great strength. The expression, 'see that curve?' calls attention to the design of the centre frame tube. The lower portion is carried forward with a graceful curve to the crank bracket.

"This curve accomplishes several objects. It not only takes the strain of the pedalling lengthwise of the grain of the steel tube, but it carries the sprocket wheel well forward and allows the use of a long chain.

"The criticism might be made that other makers could get the same results by placing the centre tube of their bicycles at a more acute angle. The moment they do this, however, a great strain is brought upon the rear frame braces, and there is danger of a collapsed frame.

"This frame design is controlled and used only by the Keating Wheel Co."

The Keating is a first-class wheel in all respects, strong, light and beautiful to look upon. A postal card addressed to the Keating Wheel Co., Middletown, Conn., will procure a copy of the company's superb catalogue.

## Modern Marine Machinery.

Complete outfits in either single or twin screw, side or stern paddle wheel machinery, built by Marine Iron Works, No. 9 Dominick street, Chicago. Catalog free.

## FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

### To Increase the Dividends.

The Mercantile Trust & Deposit Co. of Baltimore has increased its business to such an extent during the past year that it now has over \$1,000,000 surplus, with a capital of \$1,000,000. The executive committee of the company has recommended increasing the annual dividends from 6 to 8 per cent. in view of the profits of the corporation.

### Increase in Southern Bank Clearings.

The reports of bank clearings, according to Bradstreet's, for the week ending January 15 shows that Southern cities made the most creditable report as a rule. Waco, Texas, had an increase of 36.2 per cent. over the corresponding week in 1896, being only exceeded by Hastings, Neb., 48.4 per cent. The increase at Atlanta was 18.2 per cent., and at Dallas, Texas, 11.6, while New York city gained only 1/2 per cent. and Chicago decreased 14.6 per cent.

### A Good Report.

The year of 1896 with the American Bonding & Trust Co. has been a very prosperous one, as indicated by its annual report, which is as follows: The company's income from premiums during the year amounted to \$98,181.99, and from interest \$33,489.64, making the total income \$131,681.63. The expenses were \$59,289.26; losses, \$10,667.37; surplus carried to the reserve fund was \$61,725, increasing this fund to \$91,550.49. The company has re-elected James Bond as president, and John T. Stone, secretary.

### Fidelity Company's Increased Business

The annual meeting of the Fidelity & Deposit Co. of Maryland, held at the main office in Baltimore, resulted in the re-election of the present officers: President, Edwin Warfield; vice-presidents, H. Crawford Black and Joseph R. Stonebraker; secretary and treasurer, Herman E. Bosler. The report of the year's work is exceedingly creditable, and shows a remarkable increase in business over 1895. The gross earnings for 1896 were \$863,097.55, and for 1895, \$473,661.59. This is an increase of nearly \$400,000 over 1895, and of more than \$300,000 over the years 1891-92-93-94 combined. The company's business extends over the country, and requires the services of over thirty agents in different parts of the country. The success of this institution has been most remarkable.

### Maryland Trust Co.'s Good Report.

At the annual meeting of the Maryland Trust Co. of Baltimore, a statement of business was presented showing that since its organization in 1894 the company has earned net profits of \$266,026.07, despite the extreme dullness in all business interests. This report shows:

Assets—Investments, \$1,003,108.11; call loans, \$738,544.92; time loans, \$508,378.11; due by corporations and individuals (interest, commission, etc.), \$35,387.08; cash on hand and in banks, \$215,999.90; total, \$2,501,418.12.

Liabilities—Capital stock, \$1,000,000; draft deposits, \$352,182.70; time deposits, \$883,209.35; profit and loss, \$266,026.07; total, \$2,501,418.12.

This is a record of which the officers



may well be proud, and which must be extremely gratifying to every stockholder. The company has carried its full earnings to surplus account, a wise move. The officers were unanimously re-elected. They are: President, J. Willcox Brown; first vice-president, Lloyd L. Jackson; second vice-president, Henry J. Bowdoin, and secretary and treasurer, J. Bernard Scott. All of the directors were re-elected except Mr. T. K. Worthington, who resigned on account of press of business, his place being filled by Mr. Douglas H. Gordon.

#### New Corporations.

It is reported that a new bank is to be opened in Wrightsville, Ga., about February 10.

A. A. Riche and others are interested in the formation of a new bank at Ocala, Fla.

A movement is on foot to open a new bank at Rocky Mount, N. C., to be called the River Bank.

What is to be known as the Mutual Aid Banking Co. is being organized at New Berne, N. C.

The National Bank of Commerce, of Memphis, Tenn., has been authorized to begin business, with \$1,000,000 capital.

It is announced that Ernst Brothers, of New York, formerly of Uniontown, Ala., have decided to open a bank in Selma, Ala.

Thomas Warren, Elmore Wright and others have formed the Warren Investment Co. at St. Louis, with \$30,000 capital.

The Gallatin (Mo.) Savings Bank has been organized, with \$25,000 capital. The incorporators include J. W. Alexander.

The Central Texas Loan & Trust Co. has been formed in Lampasas county, Texas, by E. J. Marshall and others, with \$40,000 capital.

Moses Rothschild, Edward E. Mackenzie and others have formed the Immediate Benefit Insurance Co. at Baltimore, with \$15,000 capital.

The Myrtle Building and Loan Association has been formed at Baltimore, with \$100,000 capital, by Henry W. Laumann, George W. Clark and others.

Distillers in the State of Kentucky are considering the formation of a mutual insurance company. Gavin H. Cochran, of Louisville, is among those interested.

The Central Life Insurance Co. has been organized at Chattanooga, Tenn., with the following officers: D. L. Duncan, president; W. S. Haynes, vice-president and secretary.

#### New Securities.

The Third National Bank, of Columbia, S. C., is considering an increase of its capital from \$100,000 to \$150,000.

E. D. Shepard & Co., of New York, have purchased the issue of \$250,000 in bonds of Charlotte, N. C., at 105.

#### Dividends and Interest.

The Bank of Camilla, Ga., has declared a dividend of 7 per cent. for 1896.

The Greensboro (N. C.) National Bank has declared a dividend of 5 per cent.

The Bank of Tifton, Ga., has declared a dividend of 8 per cent. for the year.

The Bank of Commerce of Americus, Ga., has declared a dividend of 6 per cent.

The Queen City Bank, of Gadsden, Ala., has declared a dividend of 4 per cent.

The Norfolk National Bank has declared a semi-annual dividend of 3½ per cent.

The Louisville (Ky.) Gas Co. has declared a semi-annual dividend of 2½ per cent.

The North Carolina Railway Co. has declared a yearly dividend of 6½ per cent.

The Capital City Bank, of Atlanta, has declared an annual dividend of 6 per cent.

The Southern Phosphate Works, of Macon, Ga., has declared a dividend of 6 per cent.

The State Bank, of Jacksonville, Fla., has declared an annual dividend of 8 per cent.

The First National Bank of Greenville,

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Miss., has declared a dividend of 5 per cent.

The Progressive Loan Association of Baltimore has declared a dividend of 3½ per cent.

The National Bank of Dawson, Ga., has declared a dividend of 5 per cent., semi-annual.

The Baltimore Trust & Guarantee Co. has declared a dividend of 3 per cent., semi-annual.

The First National Bank of Gadsden, Ala., has declared a dividend of 3 per cent., semi-annual.

The Bank of Clinch Valley, of Tazewell, Va., has declared a dividend of 7 per cent. for 1896.

The National Automatic Fire Alarm Co., of Baltimore, has declared a dividend of 1 per cent.

The First National Bank of Newport News, Va., has declared a semi-annual dividend of 3 per cent.

The Bank of Portsmouth, Va., has declared a dividend of 8 per cent. and added \$5000 to its surplus.

The State Savings Bank, of Memphis, Tenn., has declared a dividend of 5 per cent., semi-annual.

The Carolina National Bank, of Columbia, S. C., has declared a semi-annual dividend of 5 per cent.

The Capital City Insurance Co., of Mont-

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

WM. B. OLIVER.

## MIDDENDORF, OLIVER & CO. BANKERS AND BROKERS,

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MUNICIPAL BONDS A SPECIALTY.

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Paid-up Capital, \$1,000,000.  
Surplus, \$1,000,000.

DEPOSITS RECEIVED

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This company is a Legal Depository for funds in the hands of Trustees or Administrators, and allows interest on same pending distribution.

Authorized to act as Executor, Administrator, Guardian, Receiver or Trustee.

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OF BALTIMORE CITY.

Equitable Building, Baltimore.

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CAPITAL.....\$500,000.00

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HON. FRANK BROWN, President. Governor of Maryland from 1892 to 1896.

JOHN R. BLAND, Vice Pres. and Gen. Manager.

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TOWNSEND SCOTT, Treasurer.

HON. IDOR KAYNER, General Counsel.

MARTIN LEHMAIER, Assistant Counsel.

WILLIAM B. RAYNER, Assistant Counsel.

gomery, has declared a semi-annual dividend of 3 per cent.

The Atherton Cotton Mills, of Charlotte, N. C., has declared a semi-annual dividend of 3½ per cent.

The Franklin Insurance Co., of Wheeling, W. Va., has declared a semi-annual dividend of 3 per cent.

The Highland Park Manufacturing Co., of Charlotte, N. C., has declared a dividend of 8 per cent. for the year 1896.

The United States Building and Loan Association, of Louisville, Ky., has declared a semi-annual dividend of 3 per cent.

A. H. Bieler, architect, Baltimore, has moved his office to 24 Builders' Exchange, in this city.

## MARYLAND TRUST CO.

Corner South and German Sts

BALTIMORE.

CAPITAL, - \$1,000,000.

A LEGAL DEPOSITORY FOR COURT AND TRUST FUNDS.

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H. J. Bowdoin, James Bond.  
Joshua Levering, Alexander Brown.  
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Suppose you write for particulars about

## THE BIG UNION MINING CO

This company owns and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

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L. L. POWELL, Secretary.  
H. B. TILDEN, Treasurer.

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B. L. Duke, the great tobacco manufacturer Durham, N. C.  
W. T. O'Brien, of the American Tobacco Co., Durham, N. C.  
Stephen H. Emmens, Pres. of the Mining and Industrial Exchange, New York City.  
R. E. Lyon, of Baltimore, Md.  
Geo. C. Schuermann, of Baltimore, Md.  
L. D. Heartt, Cashier First Nat'l Bk Durham, N. C.  
H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on the New York Mining and Industrial Exchange.

The office of the company is at 849 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords an investment opportunity that is well worth looking into.

The Big Union Mines, the property of this company, lie on the same contact vein with the most noted of the great Leadville mines. One of these the "Little Johnny" is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month. It paid last year \$1,600,000 in dividends and is now paying monthly dividends of \$100,000 to \$200,000.



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Chicago Belting Co..... 11	<b>N</b>	Union Foundry & Machine Works..... 33	Wilson Laundry Machinery Co..... 8
Chrome Steel Works..... 13	McCully, R..... 32	Union Iron Works Co..... 22	Wilstam & Buss..... 6
Cincinnati Corrugating Co..... 23	McDonough & Co..... 21	U. S. Machine Co..... *	Wolf & Co., Aug..... 18
Cin., Hamilton & Dayton R. R..... 29	McDowell, Hamilton..... 29	U. S. Sanitary Co..... †	Wolf Co., Fred. W..... 25
Clapp, Geo. M..... 21	McFadden, Chas., Jr..... 6	<b>V</b>	Wood & L. & Co..... 34
Clark, W. J., Co..... 32	McGowan, John H., Co..... 30	Valk & Murdoch Iron Works..... 14	Woodhull, J. C..... 20
Clark, Jeremiah..... 26	McKenna, David..... 1	Valley Iron Works..... 9	Woodward & Stillman..... 21
Clements, F. B..... 20	McLanahan & Stone..... 32	Vanduzen Co., The E. W..... 31	Woolverton & Tinsman..... 20
Climax Mfg. Co..... 13	Mecklenburg Iron Works..... 18	Van Duzen Gasoline Engine Co..... 17	Worthington Henry R..... 18
Clonbrock Steam Boiler Co..... 15	Mercantile Trust & Deposit Co..... 453	Van Noorden, E., & Co..... 6	Wright Co., The..... 12
Cohoes Iron Fdy. & Mch. Co..... 27	Merchants & Miners' Transp. Co..... 29	Viaduct Mfg. Co..... 35	Wrightsville Hardware Co..... 19
Commercial Electric Co..... 34	Mergenthaler, Ott., & Co..... 19	Virginia Bridge & Iron Co..... 20	<b>Z</b>
Commercial Wood & Cement Co..... 6	Meyer, Dr. Otto..... 6	Vulcan Works..... 26	Zier & Co., M..... 9
Consolidated Engineering Co..... 6	Middendorf, Oliver & Co..... 453	<b>W</b>	Zwermann & Co..... 19
Consolidated Mining & Construc-tion Co..... 6	Miller Gas Engine Co..... 17	Wais & Roos Punch & Shear Co..... 21	<b>Ad</b>
Consolidated Roofing Works..... *	Milner & Kettig Co..... 29	Walker & Elliott..... 33	Ads marked thus * appear every other week.
Contractors' Plant Mfg. Co., Ltd..... 4	Minnigerode, Wm..... 22	Warren Chemical & Mfg. Co..... 23	Ads marked thus † appear in first issue of each month.
Cook-Stoddard Mfg. Co..... 17	Mitsukun, M., & Co..... 22	Washington Slate Co..... †	Ads marked thus ‡ not in this issue.
Cordeman, Meyer & Co..... 25	More, Jones & Co..... 13	Watkins & Hardaway..... 6	
Cortright Metal Roofing Co..... 23	Morse, Williams & Co..... 8	Webster, Warren, & Co..... 16	
Cotton States Belting & Supply Co..... 11	Mt. Vernon Co..... 21	Wedderburn, John, & Co..... 20	
Covert Mfg. Co..... 8	Mundt & Sons..... 32	Weir Frog Co..... 34	
Cox & Sons Co..... 12	Munson Bros..... 33	Wells Light Mfg. Co..... 22	
Crook, W. A., & Bros. Co..... 4	Murphy, John, & Co..... 9	Western Electrical Supply Co..... 34	
Crompton Loom Works..... 26	Murray, Dougal & Co..... 27	Western Maryland Railroad..... †	
Cronk Hanger Co..... †	Murray, James & Son..... 32	Westinghouse Air Brake Co., The..... 2	
Cruikshank, D. B..... 21	<b>O</b>	Westinghouse Elec. & Mfg. Co..... 34	
Culver Mfg. Co..... 9	National Automatic Knitter Co..... 26	Westinghouse Machine Co..... 14, 21	
Currie, Andrew..... 20	National Pipe Bending Co..... 17	Wilson Laundry Machinery Co..... 8	
Curtis & Marble Machine Co..... 27	New Atlantic Hotel..... 1	Wilstam & Buss..... 6	
Cutler Mfg. Co..... 4	N. J. Car Spring & Rubber Co..... 10	Wolf & Co., Aug..... 18	
Cypress Lumber Co..... 32	Newburg Ice Mch. & Engine Co..... 14	Wolf Co., Fred. W..... 25	
<b>D</b>	Newport News Shipbuilding & Dry Dock Co..... 14	Wood & L. & Co..... 34	
Dake Engine Co..... 4	New York Electrical Equipment Co..... 20	Woodhull, J. C..... 20	
Dallett & Co..... 22	New York Equipment Co..... 22	Woodward & Stillman..... 21	
Damascus Bronze Co..... 13	Niagara Stamping & Tool Co..... *	Woolverton & Tinsman..... 20	
Daniels, Frank, & Co..... 19	Nicholson File Co..... 36	Worthington Henry R..... 18	
Davis & Egan Mch. Tool Co..... 21	Nolte Brass Co..... 19	Wright Co., The..... 12	
Davis Coal & Coke Co..... 8	Nordyke & Marmon Co..... 19	Wrightsville Hardware Co..... 19	
Davis-Farrar Co..... 30	Norfolk & Western R. R..... 1	<b>Z</b>	
Davis Foundry and Mch. Works..... †	North American Metal Co..... 9	Zier & Co., M..... 9	
Davis, Kelly & Co..... 21	Norton Emery Wheel Co..... 25	Zwermann & Co..... 19	



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